



Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari

Deputy Secretary

J

March 10, 1998

Mr. Arthur Kahn 2 Cove Of Cork Lane Annapolis MD 21401

Dear Mr. Kahn:

Thank you for your recent letter, as well as your active support for a sound barrier for your community. I appreciate your patience while we considered this community's request for a sound barrier.

It is my pleasure to inform you that the Lindamoor community does meet the eligibility requirements for a sound barrier. While funding for the design and construction of a barrier has not yet been identified, we will be considering funding in future capital program updates. I have directed State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress.

Thank you again for your letter and your interest in the State's Sound Barrier Program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

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Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

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March 10, 1998

Mr. and Mrs. Joseph Kalish 8601 Seven Locks Road Bethesda MD 20817

Dear Mr. and Mrs. Kalish:

Thank you for your recent letter, as well as your active support for a sound barrier for your community. I appreciate your patience while we considered this community's request for a sound barrier.

It is my pleasure to inform you that the Seven Locks Hills community does meet the eligibility requirements for a sound barrier. While funding for the design and construction of a barrier has not yet been identified, we will be considering funding in future capital program updates. I have directed State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress.

Thank you again for your letter and your interest in the State's Sound Barrier Program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

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# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

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February 17, 1998

Mr. Joseph Kalish Ms. Judith Kalish 8601 Seven Locks Road Bethesda MD 20817

Dear Mr. and Ms. Kalish:

Thank you for your recent letter, as well as your active support for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

It is my pleasure to inform you the Burning Tree community does meet the requirements for a sound barrier. At this time, funding for the design and construction of a barrier has not been identified. We are looking at the funding needs for this barrier and will contact you as we work through this need.

There are several issues regarding the feasibility of constructing a barrier. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have my staff to provide you with the results once a determination has been made.

My telephone number is 410-545-0400

Thank you again for your letter and your interest in the State's sound barrier program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial: #7889

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial: #7889 OEDNAT: #1357

Drafted by: Philip Troll, OED/LAD/NAT -- February 9, 1998

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary John D. Porcari Deputy Secretary

January 13, 1998

Mr. Joseph Kalish Ms. Judith Kalish 8601 Seven Locks Road Bethesda MD 20817

Dear Mr. and Ms. Kalish:

Thank you for your recent internet message to Governor Glendening requesting a sound barrier for the interchange at I-495 and River Road (MD 190) adjacent to Seven Locks Hills. The Governor asked me to respond on his behalf.

The State Highway Administration (SHA) is in the final stages of a comprehensive statewide review of communities to determine those that may be eligible for sound barriers under our revised noise policy. The area in which you reside between Bradley Boulevard and River Road is one of the areas being evaluated. Once this analysis is complete, we will let you know the results as they relate to your community. The enclosed brochure provides more information about the noise policy.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free in Maryland, at 1-800-446-5962.

Sincerely,

David L. Winstead

4) mile

Secretary

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie Watkins, District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- January 5, 1998

**SERIAL:** #7738

N:\OED\NOISE\CORRESP\1998\KALISH02.DOC 01/02/98 3:29 PM

# PARRIS Glendening, 10:52 AM 12/29/97, Noise Barriers -Forwarded

X-Mailer: Novell GroupWise 4.1 Date: Mon, 29 Dec 1997 10:52:44 -0500 From: PARRIS Glendening <GOVERNORGGOV.state.md.us> To: winsteadGclark.net Subject: Noise Barriers -Forwarded

Forwarding for your review/action.

JimReceived: from campus2.mdarchives.state.md.us ([172.16.1.90]) by mail.gov.state.md.us (GroupWise SMTP/MINE deemon 4.1 v3)

/ Sat, 27 Dec 97 18:06:35 EST Received: by campus2.marchives.state.md.us: id AA23876; Est, 27 Dec 97 18:07:25 EST Received: from aws.com(204.156.11.2) by campua2.mdarchives.atate.md.us via smap (3.2)

id xma023874; Sat, 27 Dec 97 18:07:22 -0500 Received: from dcb00118.slip.digex.net ([204.91.1.118]) by wxserver.aws.com

(Netscape Mail Server v1.1) with ESMTP 1d AAA260 for <governor@gov.state.md.us>; Sat, 27 Dec 1997 18:06:32 -0500

X-Mamail-Priority: Normal

X-Priority: 3
X-Mailer: Microsoft Internet Mail 4.70.1155
X-Mailer: Microsoft Internet Mail 4.70.1155
Message-Id: <19971227230631406.AhA2600dcb000118.slip.digex.net>

Date: Sat, 27 Dec 1997 18:09:01 -0500 From: Judy Kalish < jkalish@awa.com> To: governor@gov.state.md.us Subject: Noise Barriers Mime-Version: 1.0

Content-Type: text/plain Content-Disposition; inline

Dear Governor Glendening:

This B-mail message is to request your support in approving noise barriers for I 495 at the River Road interchange. Thank you for your support of a quieter Maryland. Yours truly, Joseph and Judith Kalish 8601 Seven Lucks Road Bethesda, MD 20817

# RECEIVED

DEC 31 1987 SECRETARY DEPARTMENT OF TRANSPORTATION



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari

Deputy Secretary

February 9, 1998

10

Mr. Marvin Katz Ms. Loreda R. Katz 7506 Shadywood Road Bethesda MD 20817-2065

Dear Mr. Katz and Ms. Katz:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SHA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

L L. Winstal

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-

Mr. Marvin Katz Ms. Loreda R. Katz Page Two

bce: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10281

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

Mr. Charlie K. Watkins, District 3 Engineer, State Highway Administration

Serial: #10281 OEDNAT: #1360

Drafted by: Philip Troll, OED/LAD/NAT -- February 3, 1998 Revised: JD Hade 2/4/98

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#1360

re Regnouse for Secretary Signature

7506 Shadywood Road Bethesda, MD 20817-2065

January 28, 1998

David Winstead, Maryland Transportation Secretary P.O. Bx 8755 BWI Airport, MD 21240

SECRETA 10281

DE TRANSPURG

We were pleased to learn last week that Burning Tree Estates has qualified for funding for sound barrier construction along Interstate 495 between Bradley Boulevard and River Road in Bethesda, Maryland...

It is gratifying to know that after many years of campaigning, letter writing and petitioning we are starting to see results and thank you for your support in this matter.

At this point we urgently ask that you approve the construction dollars for funding in the Capital Budget for this well-deserved project.

Sinceraly.

Marvin Katz and Loreda R. Katz

Subject: Noise Barriers

Dear Secretary Winstead:

co: Mark Shriver, Maryland House of Delegates

#### MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

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		LOG DATE: 01	/29/98 /cdj	SERIAL#: 1	0281
TO:	WILLIAMS	•		DATE: 02/02	2/98
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	Written follow-up will be prepared by:				

TO SHERRY VARNER @MOOT (MS-255)



# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening

David L. Winstead Secretary John D. Porcari Deputy Secretary

January 15, 1998

Mr. Marvin Katz Ms. Loreda R. Katz 7506 Shadywood Road Bethesda MD 20817-2065

Dear Mr. and Ms. Katz:

Thank you for your recent letter to Governor Glendening and me regarding noise abatement along I-495. The Governor asked me to respond on his behalf. I share your concern over the impact of highway noise on the residents of the Burning Tree Estates community in Montgomery County.

The State Highway Administration (SHA) is in the final stages of a comprehensive statewide review of communities affected by highway noise to determine those that qualify for sound barriers based upon the State's noise policy that was revised in 1996. You community is one of those that is included in this review. As soon as these analyses are completed, a representative from the SHA will contact you with the results. The review is taking longer than hoped, but should be completed soon. Enclosed is a copy of a brochure that will provide additional information about the State's noise policy.

Thank you again for your letter. We appreciate hearing from you, and on behalf of the Governor, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

Enclosure

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Marvin Katz Ms. Loreda R. Katz Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10016

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District 3 Engineer, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- January 8, 1998

**SERIAL:** #10016 - OED1360

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# RECEIVED

.IAN 6 1998

**GOVERNOR'S OFFICE** 

Governor Parris N. Glendening ATTN: Joe Bryce, Chief Legislative Officer State House Annapolis, MD 21401

Subject: Noise Barriers

Dear Governor Glendening:

We are long time residents of the State of Maryland. Our house, which is located in the Burning Tree Estates subdivision of Bethesda in Montgomery County, faces Interstate 495 commonly known as the Beltway.

When we moved into our house some 26 years ago this stretch of the Beltway was a four lane highway. Today its size has tripled to 12 lanes! The increased traffic of cars and trucks on this widest part of the Beltway has resulted in producing an unhealthy and unbearable noise level in our neighborhood as well as increased air pollution. Not only can we no longer enjoy sitting on our front porch but for years now we can no longer enjoy relaxing on our back yard patio. Even with storm windows, the noise within the house is intrusive day and night. The widening of the Beltway between Bradley Boulevard and River Road has adversely impacted the quality of life for us and for our neighbors.

We urgently ask that proper "noise barriers" be erected on this stretch of the Beltway. Such action will go a long way in restoring our quality of life and our confidence in your administration to respond to the needs of its constituency.

foreday La

Sincerely,

Marvin Katz and Loreda R. Katz

co: Mark Shriver, Maryland House of Delegates

7506 Shadywood Road Bethesda, MD 20817-2065

December 31, 1997

48810

# THE SECRETARY'S OFFICE MOOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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PARRIS N. GLENDENING GOVERNOR

Annapolis Office State House 100 State Cricle Annapolis, Marylano 21401 (410) 974-9801

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

July 9, 1998

NOT IN RATE CAST

Mr. Peter Kawecki 503 Wilson Road Annapolis MD 21401

Dear Mr. Kawecki:

Thank you for your recent letter regarding a sound barrier for your community along US 50 between the Severn River Bridge and Rowe Boulevard. I have received a number of letters on this issue and I appreciate you and your neighbors bringing the matter to my attention.

Since I took office in 1995, my Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, I have increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

With the enactment of a sound ordinance by Anne Arundel County and the 20 percent commitment to funding by County Executive Gary earlier this year, I was pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these last two actions taken by the County occurred after the Department of Transportation had submitted its budget to the General Assembly for the upcoming year.

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Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated. Thank you again for bringing this matter to my attention.

Sincerely,

Parris N. Glendening

Governor

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip C. Bissett, Member, Maryland House of Delegates

The Honorable Virginia C. Claggett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

Mr. Peter Kawecki Page Three

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

20

Mr. Philip Troll, Noise Abatement Team, State Highway Administration Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation, Serial #9140

Serial: #9140

Drafted by: OED/LAD/NAT - June 23, 1998

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Dear Governor Glendening:



# We Need Relief!

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd. Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us. Twenty-five years is too long to wait. Help us secure funds now

I am a registered voter

WILSON RD. ANNAPOLIS MD

My address is

21401

98 01:53PM SHA ADMINISTRATOR 410 333

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# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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r	•	LOG DATE:	06/22/98	/ev Serial#	:
ro: W	TLLIAMS			DATE: 0	6/2
ROM: K	awecki, Peter 06/12/98	,		-	-,
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# Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

J3

June 22, 1998

Mr. Keith F. Kelley 119 Hedgewood Road Lutherville MD 21093

Dear Mr. Kelley:

This is a follow up to your recent letter to Delegate Martha Klima requesting that a noise survey be performed for the Orchard Hills community. I appreciate your interest in this issue.

We will perform another survey for the Orchard Hills community in July. We anticipate being able to complete and analyze the information and forward you the results by the end of July.

Thank you for your interest. If you should need any additional information regarding this matter, please do not hesitate to contact Mr. James D. Hade, Noise Abatement Team Leader at 410-545-8599 or 1-800-446-5962.

Sincerely

Charles B. Adams, Director Office of Environmental Design

cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable James M. Kelly, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. James D. Hade, Noise Abatement Team Leader, State Highway
Administration

KELLYØZ. doz

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #NA

OEDNAT: #OED-27

Drafted by: OED/LAD/NAT - June 16, 1998

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# Maryland Department of Transportation & State Highway Administration



Parris N. Glendening Governor David L. Winstead

Parker F. Williams

Secretary

KELLO603, cloa = 18 JUN 1998

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June 18, 1998

Mr. Keith F. Kelley 119 Hedgewood Road Lutherville MD 21093

Dear Mr. Kelley:

This is a follow up to your recent letter to Delegate Martha Klima requesting that a noise survey be performed for the Orchard Hills community. I appreciate your interest in this issue.

We will perform another survey for the Orchard Hills community in July. We anticipate being able to complete and analyze the information and forward you the results by the end of July.

Thank you for your interest. If you should need any additional information regarding this matter, please do not hesitate to contact Mr. James D. Hade, Noise Abatement Team Leader at 410-545-8599 or 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

#### Enclosure

cc:

The Honorable F. Vernon Boozer, Member, Senate of Maryland

The Honorable A. Wade Kach, Member, Maryland House of Delegates

The Honorable James M. Kelly, Member, Maryland House of Delegates

The Honorable Martha S. Klima, Member, Maryland House of Delegates

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director

KELLEY \$1.00C

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

# N:\OED\NOISE\CORRESP\1998\KELLEY01.DOC

0ED-27

MARTHA S. KLIMA DEPUTY MINORITY WHIP DISTRICT 9-A BALTIMORE COUNTY

APPROPRIATIONS COMMITTEE
SUBCOMMITTEE
HEALTH & HUMAN RESOURCES
AELR

JOINT COMMITTEE ON PENSIONS
JOINT COMMITTEE ON WELFARE REFORM
CAPITAL BUDGET COMMITTEE
GOVERNOR'S COUNCIL ON
MANAGEMENT & PRODUCTIVITY



HOUSE OF DELEGATES

June 9, 1998

27

OFFICE OF ENVIRONMENTAL DESIGN

DISTRICT OFFICE: 1403 NEWPORT PLACE LUTHERVILLE, MARYLAND 21093-5920 PHONE & FAX: (410) 337-2799

DELEGATION OFFICE:

308 LOWE HOUSE OFFICE BUILDING ANNAPOLIS, MARYLAND 21401-1991 TOLL FREE: (410) 841-3359 FAX: (410) 841-3850

E-Mail: Martha\_Klima@house.state.md.us

Mr. Charles B. Adams
Office of Environmental Design
Maryland State Highway Development
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Adams:

Enclosed is a letter I received regarding beltway sound barriers. I would greatly appreciate your responding to Mr. Keith F. Kelley and addressing the complaints he expressed of continual noise levels near his home.

Thank you in advance for your attention to this matter.

Sincerely,

Marina

Martha S. Klima

MSK:gga

Enclosure (1)

cc. Mr. Keith F. Kelley 119 Hedgewood Road Lutherville, Maryland 21093 June 3, 1998

Delegate Martha Klima 1403 Newport Place Lutherville, MD 21093

### Dear Delegate Martha Klima:

I am writing with regards to the sound barriers that have been installed around the beltway, particularly the ones east of Charles Street. Before these barriers were put up, there were trees along this section of road which helped to absorb the traffic noise in the Orchard Hills area. Now that the barriers are up and most of the trees are gone, the noise level for people living beyond the barriers has increased dramatically. The noise is particularly annoying at night when one is trying to sleep.

I am requesting that a noise survey be performed and compared with any previous (pre-barriers) levels. If the levels have indeed gone up, as I suspect, I would like to know what remedial actions will be taken to correct this problem.

I am available to speak with anyone assigned to this project. I look forward to your prompt response to this very annoying issue.

Thank you for your anticipated help.

Sincerely,

Keith F. Kelley

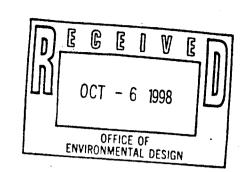
119 Hedgewood Road

Lutherville, Maryland 21093

Work: (410) 706-3490 Home: (410) 828-7374

29

Keith F. Kelley 119 Hedgewood Road Lutherville, Maryland 21093



October 5, 1998

Charles B. Adams
Maryland Department of Transportation
State Highway Administration
Director, Office of Environmental Design
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Adams:

I received a letter from you on June 18, 1998 indicating that a noise survey would be performed in July 1998. So far nothing has been done. The noise level increase caused by the erection of the sound barriers is very annoying during the evening hours. Some nights it sounds like your are living on the beltway. I would appreciate your help in resolving this very annoying condition. Please see the attached article from the October issue of Popular Science.

Thank you for your anticipated help in this matter.

Sincerely,

Keith F. Kelley

cc: Maryland Department of Transportation
The Honorable F. Vernon Boozer
The Honorable A. Wade Kach
The Honorable Martha S. Klima

#### NATURE

### The Long Way Home

BIOLOGISTS AT Wake Forest University have used satellites to track albatrosses for almost 25,000 miles over three months, as the birds flew in search of food for their chicks. That's the equivalent of circling the globe.

In the first study that has used satellites to track albatrosses in the North Pacific, the researchers taped radio transmitters between the wings of 29 birds nesting on Tern Island, an atoll that is part of the Hawaiian Islands National Wildlife Refuge. The results so far show that the Laysan and blackfooted albatrosses make repeated flights to the mainland coast to feed, sometimes leaving their chicks home alone for weeks at a time. "It's a mystery why a bird nests that far away from a continent but goes there to feed, says project leader David Anderson.

Signals from the radio transmitters are picked up by orbiting Argos System satellites and relayed to a processing station in France, which then e-mails the birds' coordinates to the Wake Forest researchers in Winston-Salem, North

**计算机设置的数据** 



Albatrosses, the largest seabirds, sometimes fly thousands of miles in search of squid and other food for their chicks.

Carolina. Thousands of schoolchildren are participating in the Albatross Project by plotting the birds flight paths, some of which are displayed on the project's Web site, www.wfu.edu/albatross.

Supported by a grant from the National Science Foundation. The project aims to find ways to reverse worldwide declines in albatross populations. Once biologists determine where the birds are feeding, they may be able to identify what's killing them.—D.S.

# 3

#### ACOUSTICS

#### **Better Noise Barriers**

MORE THAN 1,000 miles of highway sound barriers—costing \$1 million to \$2 million per mile—have been erected in the United States, most since the passage of a 1972 law requiring noise controls for new roadways exceeding 67 decibels. But even after a wall goes up, sound waves diffracted by the top edge spill over to the neighboring side.

Researchers at the University of Texas at Austin are looking at ways to make barriers more effective without increasing their imposing height and cost. A conventional 12-foot concrete barrier with a flat top can reduce noise by as much as 10 decibels, which cuts the perceived noise in half. Jagged edges, says engineer Ilene J. Busch-Vishniac, can further reduce noise by spawning random

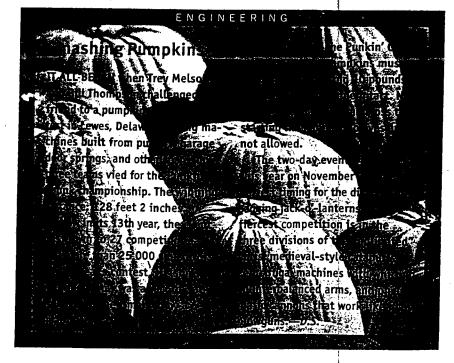
sound waves—
which don't reinforce each other
the way waves
diffracted along
a straight edge do.

Building scale models of jagged barriers, Busch-Vishniac and her colleagues improved noise reduction by as much as 7 decibels. More recently, the team has developed a mathematical model to calculate the noise heard be-



Jagged edges may make highway barriers better at muffling sounds.

hind a wall—saving the time and expense of building scale models. Using the mathematical model, which treats the upper edge of the wall like an array of small speakers, engineers may someday be able to customize the shape of that edge to deflect sound away from nearby houses.—Elisabeth M. Kirschner





# Maryland Department of Transportation State Highway Administration

31

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

August 26, 1998

Mrs. Gloria Kelly 7843 St. Thomas Drive Baltimore MD 21237

Dear Mrs. Kelly:



Thank you for your recent inquiry requesting information about the State's Sound Barrier Program. In regards to your telephone conversation with Mr. James D. Hade, enclosed is a copy of the State's Sound Barrier Policy.

Thank you again for your interest. If you should need any additional information regarding this matter, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie Hardy

Special Assistant to the Director Office of Environmental Design

Enclosure

cc:

Mr. James D. Hade, Noise Abatement Team Leader, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

My telephone number is \_\_\_\_\_



# Maryland Department of Transportation & State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

39

April 3, 1998

Ms. Shelia Kessinger 8101 River Road Bethesda MD 20817

Dear Ms Kessinger:

NOT IN DATABASE

Thank you for your recent call to Delegate Richard LaVay's office regarding a sound barrier for your community adjacent to the east leg of I-270. Delegate LaVay has asked that we respond to you directly.

Governor Glendening's January announcement of funding for new sound barriers in Montgomery County was for seven older communities where the homes predated the original highway construction. One of these areas, as you indicated, is Wildwood Manor, located on the opposite side of I-270 from your neighborhood. This area was approved because the majority of the affected homes predate the construction of I-270. Design of the barrier will focus on reducing the noise impact for the older homes in this area. The proposed barrier will be analyzed to determine whether an absorptive surface is needed to prevent noise from being reflected into the community of Timberlawn.

Our records show the homes in the Timberlawn South/Tuckerman Walk community were built after I-270 and, as a result, the area does not qualify for a State-funded sound barrier. While your community does not meet the qualifications for a State-funded barrier, you might be interested in pursuing tax increment financing of a barrier through Montgomery County. There is existing precedent for this, and the County has indicated a willingness to assist other communities with this approach. If you would like additional information about this possibility, please contact the office of Mr. Graham Norton, who is the Director of Public Works and Transportation for Montgomery County. You may reach him at 301-217-2170.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Thank you again for your call. I trust this information helps clarify this issue. We understand your concerns and, unfortunately, are unable to approve a sound barrier for your community. If you have any additional questions, please do not hesitate to contact Mr. James Hade, Team Leader for Noise Abatement at the State Highway Administration (SHA). Mr. Hade can be reached at 410-545-8599 or 1-800-446-5962.

Sincerely.

Charles B. Adams, Director Office of Environmental Design

cc: The Honorable Richard LaVay, Maryland House of Delegates

Mr. Graham Norton, Director of Montgomery County Department of Public Works and Transportation

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Dale Hilliard, Deputy Secretary of Transportation, MDOT

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT,

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District Engineer, SHA

03/06/98 3:35 PM drafted by James D. Hade

04/03/98 8:36 am corrected for re-issue by Jim (same file location)

N:\OED\NOISE\CORRESP\1998\KESSIN01.DOC

Office of the Secretary

Maryland Department of Transportation,

PO Box 8755,

BWI Airport, MD 21240-0755

# **FAX**

3

Date: March 3, 1998

Number of pages including cover sheet:

1

	Charlie Adams	
Phone:		
Fax phone:	(410) 209-5003	

·	Dale Hilliard	
		i
<u> </u>		14.4
Phone:	(410) 865-1007	4s
Toll-free:	1-888-713-1414	1
Fax phone:	(410) 865-1334	

REMARKS:

Urgent

For your review

Reply ASAP

Please comment

Delegate LaVay called and said his constituent, Shelia Kessinger, had questions about a noise barrier for her community along I-270. She has spoken to Jim Hade and she lives along Tuckerman Lane.

Please send a letter to her with the status of barriers on I-270 and address her issue. Copy Delegate LaVay and acknowledge his interest. The Delegate would also like a list/map of barriers going up in the area. He said he saw a map at an earlier briefing.

Thanks, Dale H.

4/2 Called Irene for copy

Shelia Kessinger

8101 River Road

Bethesda, MD 20817



## Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

36

November 10, 1998

Ms. Linda Kinder 14160 Monticello Drive Cooksville MD 21723

Dear Ms. Kinder:

NO HARD DRVE FILE -98

Per your telephone call of November 9 regarding sound barriers, enclosed is a copy of the Maryland State Highway Administration's Sound Barrier Policy and a copy of the Community Resource Guide brochure. If you need any additional information regarding this matter, please do not hesitate to contact me at 410-545-8599 or 1-800-446-5962.

James D. Hade

Team Leader

Noise Abatement Team

**Enclosures** 

My telephone number is \_\_\_\_\_



## Maryland Department of Transportation State Highway Administration

Parris N. Glendening
Governor

David L. Winstead
Secretary

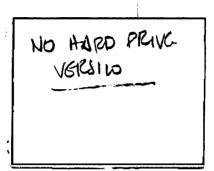
Parker F. Williams
Administrator

3

November 12, 1998

Ms<sub>n</sub>King
31 Woodholme Avenue
Baltimore MD 21208

Dear Ms. King:



Thank you for your recent request for information concerning a sound barrier. Per our conversation, I have enclosed a copy of the State's Sound Barrier Policy. Also, an evaluation of the Woodholme community should be complete by the end of December as stated by Mr. James D. Hade, Noise Abatement Team Leader.

Thank you again for your interest, it was a pleasure talking with you. If you should need any additional information, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie B. Hardy
Special Assistant

Office of Environmental Design

Enclosure

cc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway

Administration

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_



## Maryland Department of Transportation The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 21, 1998

38

Mr. Patrick B. Kirwan 8726 Oakleigh Road Baltimore MD 21234-2711

Dear Mr. Kirwan:

Thank you for your recent letter expressing satisfaction with the sound barriers along I-695 between Loch Raven Boulevard and Perring Parkway. I appreciate your letting me know what a positive difference this barrier has made for you. You may also be interested to know that, now that the final sound wall panels are in place, landscaping will be completed by early November.

Since Governor Glendening took office in 1995, his Administration has placed an increased emphasis on solutions to quality of life issues, such as sound barriers. It is therefore always rewarding to hear that we have successfully achieved such a solution, and to know which of our employees to thank for their contribution to that success. I will pass your compliments along to the individuals mentioned in your letter.

Thank you again for your letter and your kind invitation. If you need any further information, please feel free to call Mr. Charles B. Adams, Director of Environmental Design for the State Highway Administration, at 410-545-8640 or 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

cc:

The Honorable Thomas L. Bromwell, Member, Senate of Maryland

The Honorable Katherine Klausmeier, Member, Maryland House of Delegates

The Honorable James F. Ports, Member, Maryland House of Delegates

The Honorable Alfred W. Redmer, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Fred Eisen, Office of Environmental Design, State Highway Administration

Mr. Steven Garmer, District 4 Right of Way, State Highway Administration

Mr. Lenny Sutphin, District 4 Project Engineer, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Valerie Burnette Edgar, Director of Communications, State Highway Administration (w/incoming)

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric Madden, Special Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation SER 12234

Serial #: 12234

Noise Customer: #843

Responding to letters dated: September 9th, 1998 Drafted by Mr. Philip Troll, SHA/OED/NAT

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410e-,2/253;# 4/ ;

Prepare Besponse For Socratary's

ce la manuel shall

DATRICK B. KIRMAN



8726 DAKLEICH ROAD BALTIMORE, CDD 21234-2711 (410) 668-5941

September 9, 1998

RECEIVED

The Honorable David L. Winstead Secretary, Maryland Department of Transportation P. O. Box 8755 BWI Airport, MD 21240-0755

Dear Secretary Winstead:

12234 SECRETARY DEPARTMENT OF TRANSPORTATION

I want to express my most sincere gratitude to you and all members of your Department who are involved in the installation of the "Sound Barriers" behind my house. The results have been remarkable! For the first time in the last 25 years, my wife and I have been able to sleep with the windows open. This may not seem a great deal when compared to the many projects you are daily involved with but to us, who have had to have central air installed so that we could live indoors during the non-heating months of the year, it is of great significance. We have not been able to enjoy our rear deck or back yard because of the noise of the traffic on 1695, now we can, so, Thanks!

I would also be remiss if I did not commend to your attention the men and women of your Department and the Kiewit Company who have worked on this project. I would like to mention such DOT staff as Steven Garmer and Fred Eisen, who were our first contacts as the project got under way and who kept us posted on the progress of the project prior to any visible activity. Lenny Sutphin, our project engineer who made everything happen and his staff that accomplished so much in so seemingly short a time period. The many skilled members of the Kiewit Company that erected the retaining wall and sound barriers without whose demonstrated knowledge and skills, we would still not be so comfortable.

Secretary Winstead, you have assembled a team of extremely valuable people for this project who have made the State. Department and Company have just reason to be proud. I could go on with my compliments and praise for much longer but I know your time is valuable and I'll simply say, keep this group together for the projects you want done extremely well, no matter how difficult in a timely manner, no matter what unexpected problems are met and finally, do it with tact and courtesy. You have a dream team that should be praised and recognized for their job "well done"

If you are ever in the area, I would consider it an honor to meet you and show you the work from my aide of the fence. Thanks!

Sincerely.

Pairick B. Kirwan

# MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

LOG DATE: 09/10/98 /cdj

41

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## Maryland Department of Transportation

The Secretary's Office

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Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

June 25, 1998

NOT IN DATA BASÉ

Ms. Lisa Knauff 827 Branford Circle Lutherville MD 21093

Dear Ms. Knauff:

Thank you for your recent letter regarding a sound barrier for the Longford North community adjacent to I-83. I appreciate this opportunity to update you on the subject of noise abatement for this community.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next several weeks.

Thank you again for your interest in our Sound Barrier Program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable F. Vernon Boozer, Member, Senate of Maryland cc: The Honorable A. Wade Kach, Member, Maryland House of Delegates The Honorable Martha S. Klima, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Ms. Lisa Knauff Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9102

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#### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams

August 3, 1998

44

Mr. Richard D. Koch RDK Inc. P.O. Box 60213 Potomac, MD 20858

Dear Mr. Koch:

noi in Database

Thank you for your letter of July 16, concerning the proposed sound barrier for the Burning Tree Estates Community located along the West Spur of I-270 in Montgomery County. In your letter you inquired about the status of the funding for the sound barrier. In response to your inquiry I offer the following.

A commitment has been made to fund the sound barrier project, but at this time, the earliest that the funding is available in our program for construction is Fiscal Year 2001. Currently the project is under design. We expect to have thirty percent plans available in the winter of 1999. When these plans are completed we will provide them to you and make them available to the residents of the area. In the Spring of 1999 we expect to establish a community meeting to present the design and receive feedback from the community.

Again thank your for your interest in our noise abatement program. If you have any questions or require any additional information please do not hesitate to call me at 410-545-8598 or 1-800-446-5962

Sincerely,

Fred Eisen

Project Manager

Noise Abatement Team

cc: Mr. Charles B. Adams

Mr. James D. Hade

My telephone number is .

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 N:\OED\NOISE\CORRESP\1998\KOCH01.DOC

RDK · INC

P.O. Box 60213

Potomas, Maryland 20859

30h-840-5424

To:

Fred Eisen

From:

Richard D. Koch

Re:

Construction of noise walls adjacent to Parcel 142

8709 Seven Locks Road

Bethesda, Maryland

Date:

July 16, 1998

The MNCP&PC has asked me, to obtain from you additional information related to the construction of the noise walls adjacent to the referenced property.

I have been asked to obtain confirmation of the expected date for the commencement of construction and confirmation that funds have been provided for in the budget. My understanding is the work is tentatively scheduled to begin in July 2000. I do not know if funds have been set aside in the budget for this work. Please provide me with a written response to these questions together with any documentation that you think could be helpful to the MNCP&PC understanding of the plans for this work.

My engineers would like a copy of any progress drawings that are currently available that show the design of the wall, including its location on the referenced parcel and the height of the wall along the property. Please let me know who to contact to get copies of progress drawings.

> Wents confirmation Hr. that Hoise Wolls will be funded by FY: 2001

/ w/cBA (Develope)

From:

Charles Adams

To:

**FEisen** 

Date:

7/21/98 6:54am

Subject:

Developer on Seven Locks Road -Reply

We can respond by saying that a project has been funded, but that at this time, the earliest that the funding is available in our program for the construction is July of 2001. (check this date from letters sent earlier this year). Also, we can say that when plans are available, we will provide this information to him and the residents of the area.

Richard D. Koch
P.O. Box 60213
Potomac, Maryland 20859
301-840-5424
Fax: \$01-840-5859

48

P. 01

11

To

Fred Eisen

From:

Richard D. Koch

Re:

Parcel 142 - 8709 Seven Locks Road, Bethesda, Maryland

Date:

March 4, 1998

Transmitted with this memo is a copy of the tax map that shows Parcel 142 which is located south of Cindy Lane. We talked yesterday about SHA plans to construct sound barriers along 495 in this area. Will you advise me if the plans include the construction of sound barriers along the 495 right-of-way adjacent to this parcel. Please also confirm that the construction is tentatively scheduled to begin in July 2000.

3/5/98 11:32

Called Mr. koch left message on voice mail to return call.



DATE:

## Maryland Department of Transportation State Highway Administration

3/5/92

call me on Monday 3/9/98.

David L. Winstead Secretary

Parker F. Williams Administrator

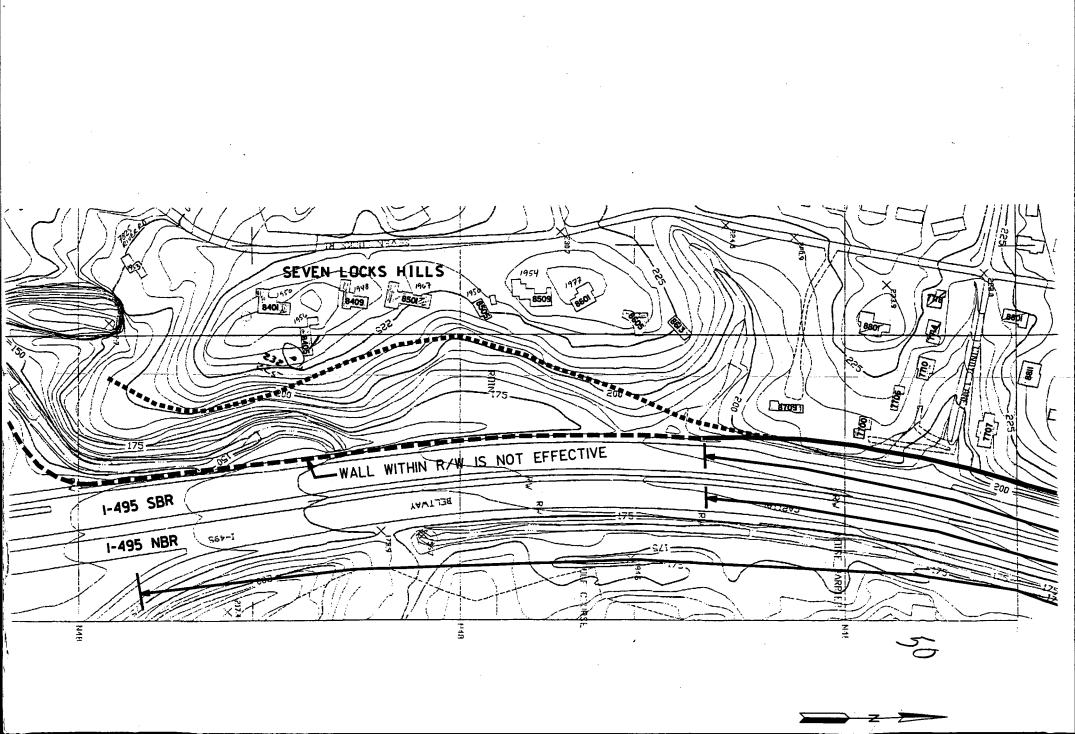
49

My telephone number is \_\_\_\_\_

Thanks

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



#### NOISE BARRIER ANALYSIS 1-495

4.

\$22.674

<sup>(1)</sup> Insertion Loss developed by Subtracting Abated Noise Levels from Future No Barrier Levels

Square footage indicated is based on the height shown in the chart plus 9" average below ground for embedment and 6" above ground to account for panel steps above the acoustic line.



#### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

[undertel-January 1998] 62

1.

Ms. Mary J. Kozma 7009 Rainswood Court Bethesda MD 20817

Dear Ms. Kozma:

Thank you for your recent letters to Governor Glendening, Transportation Secretary David L. Winstead and me regarding the status of a sound barrier on the inner loop of I-495, West of Greentree Road. I certainly appreciate your concern for your fellow residents of Rainswood Court. The Governor asked me to respond on his behalf.

You expressed concern about a "gap" between two areas eligible for sound barriers. The final end points of a barrier for the Longwood area have not been determined. A detailed engineering review will determine the limits of the barrier during the design phase. The barrier will be designed to protect homes which are eligible under the provisions of our noise policy. The engineering study will show whether or not your homes will experience additional noise as a result of the project and would address such matters as they arise.

You also asked about the eligibility date for a sound barrier to be considered. Though segments of I-495 were open as early as 1959, we established the system opening date in 1964, the date that the beltway was usable in its entirety, as the date of eligibility. Additionally, the date that building permits are issued is the important date relative to home construction. Homes that had obtained building permits in 1964 may not have been completed until 1965. Homes built after the completion of the beltway, in the 70's and 80's, are not eligible for noise abatement. Enclosed is a copy of our community resource brochure to give you more information about the policy.

(410) 545-0400

My telephone number is .

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Thank you again for our letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

Enclosure

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10031

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District 3 Engineer, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- January 7, 1998

**SERIAL:** #10031 - OED1358

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1/7/98 2:14 PM

The Honorable Parris N. Glendening

January 2, 1998

Governor State House

Please Prepare Response For Secreta

100 State Circle

Signatura

Annapolis, Maryland 21401

Subject: Noise Barrier West of Greentree Road Inner Loop of I-495

Dear Governor Glendening

OF TRANSPORTATION

Thank you for your interest and support in creating initiatives to improve the quality of life for Maryland citizens. Your focus and consistency in this area is admirable. As a resident of Maryland, a recent decision regarding a 500 foot gap in the construction of noise barriers in our area has a negative impact and a hint of discrimination that warrants consideration.

The inner loop of I-495 from Bradley Boulevard to Fernwood Road has been classified as eligible for noise barrier construction except for a 500 foot gap west of Greentree Road. The reason for the 500 foot gap is that the houses in this area were constructed after the beltway. However, the significant decibel recordings meet the criteria. There is an initiative to "restudy the section", but the timeliness and coordination for the eligible noise barrier is questionable.

I have some crucial concerns regarding eligibility for the noise barrier for which our section is eliminated and not found eligible.

1. Since beltway construction was initiated in 1959/early 1960 and completed August. 1964, it appears by public record that there is a discrepancy in eligibility criteria which approves some areas and not others. Homes were constructed in 1963 on Newbold Drive while the beltway was being constructed. Those homes built while the beltway was under construction were in full knowledge of what was occurring. The plans had long been in existence and the positioning of the beltway had been long laid down as planned and approved.

The section of I-495 west of Fernwood is eligible and yet these homes were built in 1963 and afterward which indicates building permits were obtained. Again the beltway plans existed and was under construction. The few homes on Newbold Drive built in 1963 were the criteria for the eligibility of other homes later build on Newbold Drive, Newbold Place, and Newbold Court; yet homes on Longwood Drive, much, much older, were not used as criteria to determine eligibility for Rainswood Court, Brooke Drive and Greentree Road. Our observation of the eligibility for the 5 Newbold Drive homes built in 1963 that were used as criteria for all of Bradley Manor to be eligible for the barrier, are a great distance from the beltway and perhaps a greater distance than the 1940's and 1950's homes in the 7000 and 7100 blocks of Longwood Drive that would be impacted by the 500 foot gap. Why are we different?

46

2. Criteria for eligibility (homes built prior to the beltway) allow some newer homes to be "sandwiched" in between (7200 block of Armat Drive). These homes were built after ours and are granted roughly the same length or greater of noise barrier coverage as the 500 foot gap in our area.

The logic of this is not clear, since we have homes a short distance behind ours which are effected by the beltway noise and would be impacted by the 500 foot gap, and constructed before the beltway (7000, 7100 block of Longwood Drive and some 7200 block homes on Longwood Drive) as well as a 1963 Brooke Drive home. Can this fine line of discrimination be explained?

Allowing this 500 foot gap in the noise barrier construction, in essence allows the state to worsen our current beltway noise, potentiate a significant funnel effect for increased noise, and further decrease the quality of life. Unfortunately, the state will directly contribute to decreased property values for this area because of inconsistency in applying eligibility criteria. We do not consider our homes the buffer zone for homes built prior to the beltway. Yet this is what the state has unfairly determined.

In fairness to all Maryland citizens and taxpayers, consistency should be afforded all. If my assessment is correct, it is very difficult to accept a state decision to worsen the quality of life for a small area of Maryland which falls into the same criteria as all of the homes being covered by the noise barrier.

Please consider these significant points of inconsistency. The profound adverse impact on our community is also inconsistent with your initiatives to improve the quality of life for Maryland citizens. Thank for your attention to this important issue involving fairness and the quality of life focus.

Sincerely,

Mary J. Kozma

7009 Rainswood Court

Bethesda, MD 20817

Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F, Williams, Administrator, State Highway Administration Mr. Charles Adams, Director, Office of Environmental Design SHA Senator Brian E. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation

Noise Team . F41

January 2, 1998

The Honorable Parris N. Glendening Governor State House 100 State Circle Annapolis, Maryland 21401

Subject: Noise Barrier West of Greentree Road Inner Loop of I-495

Dear Governor Glendening,

Thank you for your interest and support in creating initiatives to improve the quality of life for Maryland citizens. Your focus and consistency in this area is admirable. As a resident of Maryland, a recent decision regarding a 500 foot gap in the construction of noise barriers in our area has a negative impact and a hint of discrimination that warrants consideration.

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Why are we different?

2. Criteria for eligibility (homes built prior to the beltway) allow some newer homes to be "sandwiched "in between (7200 block of Armat Drive). These homes were built after ours and are granted roughly the same length or greater of noise barrier coverage as the 500 foot gap in our area.

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Please consider these significant points of inconsistency. The profound adverse impact on our community is also inconsistent with your initiatives to improve the quality of life for Maryland citizens. Thank for your attention to this important issue involving fairness and the quality of life focus.

Sincerely,

Mary J. Kozma

7009 Rainswood Court Bethesda, MD 20817

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Secretary David L. Winstead, Maryland Department of Transportation Mr. Parker F. Williams, Administrator, State Highway Administration Mr. Charles Adams, Director, Office of Environmental Design SHA Senator Brian E. Frosh, 16th District Delegation Delegate Gilbert J. Genn, 16th District Delegation Delegate Marilyn Goldwater, 16th District Delegation Delegate Nancy K. Kopp, 16th District Delegation



#### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

September 10, 1998

Mr. Mark Krabitz 707 Dorchester Street Catonsville MD 21228

Dear Mr. Krabitz:

Thank you for your recent inquiry requesting information about the State's Sound Barrier Program. In regards to your telephone call today, enclosed is a copy of the State's Sound Barrier Policy as well as the State Highway Administration's Sound Barrier Community Resource Guide.

Thank you again for your interest. It was a pleasure to talk to you. If you should need any additional information regarding this matter, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Natalie Hardy

Special Assistant to the Director Office of Environmental Design

Enclosure

cc: Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



#### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

60

September 10, 1998

KEABITZ

Mr. Mark <del>Cravitz</del> 707 Dorchester Street Catonsville MD 21228

Dear Mr. Cravitz:

NO HARD DRIVE VGRS ION — NO DRAFT VERYION

Thank you for your recent inquiry requesting information about the State's Sound Barrier Program. In regards to your telephone call today, enclosed is a copy of the State's Sound Barrier Policy as well as the State Highway Administration's Sound Barrier Community Resource Guide for your information. I look forward to updating you on the status of your community within the next few weeks.

Thank you again for your interest. It was a pleasure to talk to you. If you should need any additional information regarding this matter, please do not hesitate to contact me at 410-545-8616 or 1-800-446-5962.

Sincerely,

Atalie B. Hardy

Special Assistant to the Director

Office of Environmental Design

Enclosure

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

parkerba.doc

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



PARRIS N. GLENDENING GOVERNOR

Annapolis Office State House 100 State Circle Annapolis, Maryland 21401 (410) 974-3901

Washington Office Suite 311 444 North Capitol Street, N.W. Washington, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

November 13, 1998

Ms. Dolores M. Kyne 8503 Tallwood Road Lutherville MD 21093

Dear Ms. Kyne:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Partis N. Glendening

ami N. Ellenle

Governor

CC:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Padia Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

KINEDI. LA

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead

Secretary

John D. Porcari

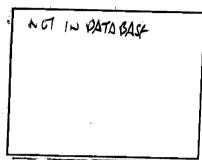
Deputy Secretary

3

June 25, 1998

Ms. Dolores M. Kyne 8503 Tallwood Road Lutherville MD 21093

Dear Ms. Kyne:



Thank you for your recent letter regarding a sound barrier for the Longford North community adjacent to I-83. I appreciate this opportunity to update you on the subject of noise abatement for this community.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next several weeks.

Thank you again for your interest in our Sound Barrier Program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

KYNEDZ Dr

The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_\_\_\_865-1000

Ms. Dolores M. Kyne Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

66

June 11, 1998

Mr. Felix B. Laboy 8222 Stone Trail Drive Bethesda MD 20817

Dear Mr. Laboy:

This is a follow up to my May 20 letter regarding a sound barrier for the Carderock Springs community. Thank you for your patience while we gathered this information.

You raised a point about the date of development of Carderock Springs relative to our Type II, or retrofit, program. Under this program, the State's Sound Barrier Policy requires the majority of impacted homes to have been built prior to the completion of the original highway in order for a community to be considered for a barrier. We recognize there may have been activities undertaken at an earlier date involving development approvals, but the date of home construction is the determining date, which we follow. The date of completion of I-495 is 1964. Based upon the information we have on Carderock Springs, those homes that are located closest to the Beltway and would most likely be impacted were built in 1975. Because this community does not meet the date criterion, we are unable to consider this area for a Type II barrier.

Your community was considered for our Type I program when the recent expansion of I-495 was planned. An analysis was performed and showed Carderock Springs did not meet the requirement for a barrier because the cost per residence exceeded the allotted amount. A copy of the State's Sound Barrier brochure is attached for your review, which explains the criteria, required qualifying for a noise barrier.

Mr. Felix B. Laboy Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. I regret we cannot provide you with a positive response to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Brian E. Frosh, Member, Senate of Maryland

The Honorable Gilbert J. Genn, Member, Maryland House of Delegates

The Honorable Marilyn Goldwater, Member, Maryland House of Delegates

The Honorable Nancy K. Kopp, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

68

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. James Hade, Noise Abatement Team Leader, State Highway Administration Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design,

State

Highway Administration

Mr. Dale Hilliard, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation

Serial # 11257

Drafted by: Natalie Hardy, OED/LD/NAT -- June 5, 1998 N:\OED\NOISE\CORRESP\1998\LABOYF02.DOC

THE SECRETARY'S OFFICE

MDOT - SHERRY VARNER - MS 255

REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

## 19

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TO: WILLIAMS	LOG	DATE: 05/19/98	48919
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Page 1

From:

"OGMD.API.corrgw" <corrgw@gov.state.md.us>

To:

MDOTHQPD.ELMRDPO1(svamer)

Date: Subject: Mon, Aug 17, 1998 4:11 PM Gov. Corr. - Laboy - Letter ID 58381 70

" High Priority "

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 58381

Receive Date: 05/11/1998

Letter Date: 05/02/1998 Deadline Date: 05/25/1998

> Name: Mr. Felix Laboy 8222 Stone Trail Drive Bethesda, MD 20817

Subject: NOISE BARRIERS

Description: Requests noise barriers for neighborhood. (Carderock Springs)

Agency: MDOT

UNIT: DSI

CC:

MDOTHQPD.GWIA("mdot.state.md.us.jweeks@gov.state.m...

9345

8222 Stone Trail Drive Bethesda, Maryland 20817 (301) 365-3818 May 2, 1998

71

Governor Parris N. Glendening 100 State Circle, State House Annapolis, Maryland 21401

Dear Governor Glendening:

I am a resident of the Carderock Springs subdivision in Montgomery County, located adjacent to the I-495 Beltway's outer loop. I am writing to express my extreme displeasure and disappointment at the State Highway Administration's failure to approve the installation of sound barriers abutting Carderock Springs, as requested by our Citizens' Association.

The Carderock Springs subdivision was originally planned in 1960, prior to the completion of the Beltway. The homes in Carderock Springs are thirty (30) years old or more. During those 30 years, the nearby Beltway has dramatically increased in physical size (from 6 lanes to 12), grown in elevation (due to repeated resurfacing and reconfiguration of the lanes), and has become much LOUDER at all times of the week, day and night (due to the exponential growth in traffic using the Beltway). The traffic along the section of the Beltway adjacent to Carderock Springs is expected to increase another 46% by the year 2020, according to the SHA's own projections performed as part of the Beltway HOV study!

We residents of the Carderock Springs subdivision have been waging a campaign to have sound barriers installed for over a decade. Both the quality of the environment and the value of the homes in Carderock Springs are being negatively affected by the incessant noise and air pollution from the estimated 200,000 cars and trucks which pass our neighborhood every day on the Beltway. As you are well aware, seven new neighborhoods bordering I-495 and I-270 have recently been approved for the installation of sound barriers. Incredibly, Carderock Springs was one of the few neighborhoods overlooked again.

Despite this decision, I remain in full support of the installation of sound barriers in my neighborhood. The recent expansion of the Beltway has added to an already severe problem of noise pollution in this neighborhood which must be addressed. The time for sound barriers in Carderock Springs has come. Thank you for your prompt attention to this matter.

Sincerely,

Galin R I show

12

Councilmember Betty Ann Krahnke Montgomery County Council Stella B. Werner Council Office Building 100 Maryland Avenue Rockville, MD 20850 (301) 217-7900

Senator Brian E. Frosh 7475 Wisconsin Avenue, #800 Bethesda, Maryland 20814 (301) 652-2888

Delegate Marilyn R. Goldwater 5508 Durbin Road Bethesda, Maryland 20814 (301) 656-1226

Delegate Nancy K. Kopp 6301 Dahlonga Road Bethesda, Maryland (301) 229-0385

Delegate Gilbert J. Genn 7000 Fawn Trail Court Bethesda, Maryland (301).365-6565

Parker F. Williams, Administrator State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202 (410) 545-0300

David Winstead, Secretary
Maryland Department of Transportation
P.O. Box 8755
BWI Airport, Maryland 21240-0755



### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

73

May 20, 1998

Mr. Felix B. Laboy 8222 Stone Trail Drive Bethesda MD 20817

Dear Mr. Laboy:

Thank you for your recent letter requesting an explanation of the Type I Program of the State's Sound Barrier Policy as it applies to Carderock Springs. I appreciate your interest in securing a sound barrier for your community.

Your response requires information from several sources. Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, and his staff are gathering this information. I look forward to being able to provide answers to your questions within the next two weeks.

Thank you again for your letter and your interest in the State's Sound Barrier Program. If you have any other questions, please do not hesitate to contact Mr. Adams at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Brian E. Frosh, Senate of Maryland

The Honorable Gilbert J. Genn, Maryland House of Delegates

The Honorable Marilyn Goldwater, Maryland House of Delegates

The Honorable Nancy K. Kopp, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Felix Laboy Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dale Hilliard, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial #11257

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## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendenin Governor David L. Winstead Secretary John D. Porcari

Deputy Secretary

June 25, 1998

75

Ms. Paula Titus Laboy Carderock Springs Citizens' Association P.O. Box 34831 Bethesda MD 20827

Dear Ms. Laboy:

This is a follow up to my earlier letter to you regarding your request for a sound barrier for your community. Thank you for your patience while the State Highway Administration (SHA) gathered the additional information needed to answer the points you made in your original letter.

You expressed concern that SHA has not made additional noise measurements within the community and at the Carderock Springs Elementary School. When a community is evaluated to determine eligibility for our sound barrier program, the first thing considered is the date of construction of the homes in comparison to that of the highway. This evaluation for Carderock Springs was based upon the potential eligibility for the Type II or retrofit component of our program, which requires that the majority of the homes predate the original highway construction. When it is determined that a community does not meet the eligibility date criterion, no further analysis, including noise readings, is undertaken, because to do so would raise expectations which could not be met. This is the case regarding Carderock Springs.

You raised several points about the date of development of Carderock Springs relative to our Type II program. I would like to clarify the eligibility date criterion for the Type II program. Our Sound Barrier Policy established that the majority of impacted homes must have been built prior to the completion of the original highway in order for a community to be considered for the Type II or retrofit barrier program. The date of completion of I-495 is 1964. Based upon the information we have on Carderock Springs, those homes located closest to the beltway and most likely to be impacted were built in 1975, and we cannot consider this area under the Type II component. We recognize that there may have been activities undertaken at an earlier date involving development approvals, but the date of home construction is the determining date, which we follow.

In your letter, you indicated that you felt the State Highway Administration had applied the wrong policy to the Carderock Springs situation and that the new updated policy criteria for Type I should be applied to determine whether the area meets the requirements for a barrier. When the most recent expansion of I-495 was planned, a Type I analysis was conducted to determine where sound barriers were warranted. This analysis showed that based on the criteria in place at the time, Carderock Springs did not meet the requirements for a barrier. Specifically, a barrier was not approved because the cost exceeded the maximum cost per residence criterion of \$40,000 per home.

During the design phase for the expansion project, a citizen organization named Citizens Against Beltway Noise (CABN) was formed by the communities located along the highway between Bradley Boulevard and the Potomac River. The purpose of CABN was to secure sound barriers for all of the communities along this section of the beltway. The negotiations between SHA and CABN resulted in the offer from SHA to fund up to the maximum State limit of \$40,000 per protected residence if the balance needed for each barrier was provided from other sources. The Thornley Court neighborhood, located adjacent to the outer loop of the beltway just south of Seven Locks Road, was one of the areas included. Of the communities involved, two pursued this offer and an agreement was signed on August 16, 1989. Those two communities agreed to provide the additional funds themselves and worked with Montgomery County government to advance the funding needed, which would be recovered by the creation of special taxation districts and increased property taxes. The remaining section of the Carderock Springs community was not part of the agreement. According to the CABN papers of incorporation, Carderock Springs was represented in the negotiations by Frank D. Moritz of the Carderock Springs Citizens' Association.

Additional evaluations are being conducted to determine the need for possible further expansion of the beltway. This work will include analysis of the needs for sound barriers for individual communities for all highway capacity expansion alternatives that are considered.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. I am sorry that we cannot provide you with a positive response to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dale Hilliard, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

### **Serial #8919**

Prepared by Natalie N. Hardy, edited by James D. Hade N:\OED\NOISE\CORRESP\1998\LABOYP02.DOC



# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

May 20, 1998

), 1998

Ms. Paula Titus Laboy Carderock Springs Citizens' Association P.O. Box 34831 Bethesda MD 20827

Dear Ms. Laboy:

Thank you for your recent letter requesting a reconsideration of a sound barrier for Carderock Springs under the Type I Program of the State's Sound Barrier Policy. I appreciate Carderock Springs Citizen's Association interest in securing a sound barrier for the community.

Your response requires information from several sources. Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, is securing this information. I look forward to being able to fully respond to your questions within the next two weeks.

Thank you again for your letter and your interest in the State's Sound Barrier Program. If you have any questions in the meantime, please do not hesitate to contact Mr. Adams at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable Brian E. Frosh, Senate of Maryland

The Honorable Gilbert J. Genn, Maryland House of Delegates

The Honorable Marilyn Goldwater, Maryland House of Delegates

The Honorable Nancy K. Kopp, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-<u>865-1000</u>

Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dale Hilliard, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #8919

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Partur

Please Propare Response For Secretary's

### CARDEROCK SPRINGS CITIZENS' ASSOCIATION

P.O. Box 34831 Bethesda, Maryland 20827

April 30, 1998

40 RECEIVED

MAY 11 1998

Governor Parris N. Glendening 100 State Circle, State House Annapolis, Maryland 21401 SECRETARY DEPARTMENT OF TRANSPORTATION

Dear Governor Glendening:

I am writing on behalf of the Carderock Springs Citizens' Association, representing the 409 households in our community, which is immediately adjacent to the Beltway (Interstate 495) in Montgomery County. The purpose of this letter is to express our deep dismay at our neighborhood's being overlooked once again for the installation of sound barriers to mitigate the extreme noise emanating from the Beltway.

Off and on for more than a decade, the residents of Carderock Springs have sough: to have sound barriers installed to no avail. Since the completion of the latest expansion project, which wide ad the Beltway to twelve lanes in places adjacent to our neighborhood and which also significantly reduced the size of the protective berm, trees and other vegetation which served as a buffer between the Beltway and our homes, residents of our community have begun a renewed effort for the installation of sound barriers.

We first asked the State Highway Administration to take noise level readings in our neighborhood and at the Carderock Springs Elementary School, whose building and recreational fields also are immediately adjacent to the Beltway, since noise levels readings were last taken ten years ago. (Based on the ten year old levels, our neighborhood meets that criteria for sound barrier installation.) The SHA assured us the levels would be taken and the results forwarded to us. The SHA later state they were "in error," and that no it is a readings had been taken. Our residents have made repeated telephone calls and requests to have the noise levels taken. In a telephone conversation with SHA staff. I was informed that if it was established at

81

Governor Parris N. Glendening April 30, 1998 Page 2

some time in the past that the noise exceeds the minimum level, that it is not necessary to remeasure.

All efforts by this Association and individual Carderock Springs residents have been met with the same cursory response: because our homes were constructed prior to the original date of the construction of the Beltway, there is no way our neighborhood can qualify for the noise barriers, the problem with this response is two-fold. First, Carderock Springs was planned and developed beginning in 1960, well before the completion of the Beltway; construction of the neighborhood was begun well before the completion of the Beltway as well. The fact that all of the individual homes in the neighborhood were not completed prior to the completion of the Beltway should not immediately and unequivocally preclude Carderock Springs from receiving sound barriers. The fact remains that Carderock is as old, if not older than the Beltway.

More importantly, the SHA is applying the wrong policy to Carderock Springs. According to the current SHA policy, the requirement that the majority of impacted homes pre-date the Beltway only applies to Type II - Sound Barriers for Existing Highways. This requirement does not exist for Type I - Sound Barriers for Construction of Reconstruction of a Highway. Any assessment for whether Carderock Springs should be approved for sound barriers must be made under the Type I criteria. It is inequitable not to apply the relaxed Type I criteria (adopted in 1996) to our neighborhood now, after the completion of the recent reconstruction project, because we qualify under that criteria. At the time of the most recent reconstruction project, Carderock did not meet the criteria under the old policy. We should be assessed under the new Type I criteria now, and not get lost in a bureaucratic shuffle of changing policies.

In the more than thirty (30) years since the Beltway and Carderock Springs were completed, the Beltway has undergone numerous and repeated reconstruction efforts. It has dramatically increased in physical size (from 6 lanes to 12), grown in elevation (due to repeated resurfacial, and reconfiguration of the lanes), and has become much LOUDER at all times of the week, day and night (due to the exponential growth in traffic using the Beltway). The traffic along the section of the Beltway adjacent to Carderock Springs is expected to increase another 46% by the

By

Governor Partis N. Glendening April 30, 1998 Page 3

year 2020, according to the SHA's own projections performed as part of the Beltway HOV study! The most recent of these reconstructions was completed only a year and half ago. For the SHA to refuse to consider Carderock Springs' request for sound barriers as a type II request an erroneous and unlawful interpretation of its own policy, and ignores the plain facts presented concerning the state of the neighborhood and the adjacent Beltway.

Carderock Springs' repeated efforts to have sound barriers installed have been ignored long enough. Again, I am writing to express extreme dismay at our failure to be included in the recent approvals for sound barriers in Montgomery County, and to assure you that our community intends to continue its efforts to remedy this situation. Thank you for your attention to this matter.

Sincerely,

Paula Titus Laboy

CC:

Councilmember Betty Ann Krahnke
Montgomery County Council
Stella B. Werner Council Office Building
100 Maryland Avenue
Rockville, MD 20850

Senator Brian E. Frosh 7475 Wisconsin Avenue, #800 Bethesda, Maryland 20814

Delegate Marilyn R. Goldwater 5508 Durbin Road Bethesda, Maryland 20814 Governor Parris N. Glendening April 30, 1998 Page 4

Delegate Nancy K. Kopp 6301 Dahlonga Road Bethesda, Maryland

Delegate Gilbert J. Genn 7000 Fawn Trail Court...
Bethesda, Maryland

Parker F. Williams, Administrator State Highway Administration 707 North Calvert Street Baltimore, Maryland 21202

David Winstead, Secretary
Maryland Department of Transportation
P.O. Box 8755
BWI Airport, Maryland 21240-0755

From:

Philip Troll

To:

INTERNET:ibm.net:sylamps

Date:

November 6, 1998 (Friday) 3:06pm

Subject: INQUIRY

S. R. Lampert c/o sylamps@ibm.net: SOUND BARRIER INTERNET

November 6, 1998

NOT IN DATABAST

S. R. Lampert
[sylamps@ibm.net]
[sumac@ibm.net]

Dear M. Lampert:

Thank your for your recent Internet inquiry to the Maryland State Highway Administration (SHA) Home Page this morning requesting information regarding materials and methods for constructing sound barriers. I appreciate this opportunity to be of some assistance in your search for alternative solutions.

The key point to keep in mind while you research different materials for your planned wall is that in order for a barrier to be effective against noise the wall must be solid. Any opening, either at the bottom of the wall or between sections, will seriously compromise the effectiveness of the barrier. A privacy wall constructed with boards or panels that abut or in a lattice work style will offer visual relief but no real noise reduction. Likewise a solid barrier that does not extend all the way to make contact with the ground would not be a completely effective barrier to noise.

Concrete is the material of choice for sound barriers constructed by the State Highway Administration (SHA). In a limited number of cases early on we experimented with wood and we have used steel for barriers only on bridges that cannot carry a heavy concrete panel. Steel is primarily used for noise abatement on bridges. Both steel and wooden barriers have proven to be more costly to maintain compared to concrete. Steel has less aesthetic possibilities and is generally considered less attractive by the public. Concrete has superior noise abatement qualities as well as excellent aesthetic treatment possibilities. With an average cost of \$16.50 per square foot for posts, panels and foundations, concrete is the fiscally responsible choice.

While the State of Maryland cannot endorse a specific product, we are aware of several systems that may be worthy of investigating. The Woodcrete and Sound Zero systems might well be able to provide your community with not only an aesthetically pleasing, but a cost effective solution. Another barrier manufacturer, Carsonite, produces a barrier composed of recycled tire fiber, encased in vinyl and stacked in a horizontal board-like configuration. Hoover Treated Wood Products offers a plywood based system which has been used in Maryland with good success. There are also other experimental systems such as

gh)

US Gypsum which is a Styrofoam center sandwiched between two cement/gypsum boards.

85

For brochures or more information regarding any of these systems, here is a short list of Barrier Systems vendors and their telephone numbers for your use.

#### WOODCRETE

(Superior Concrete Fence of Texas) 800-942-9255

#### CARSONITE

(Based in California) 916-725-1373

#### HOOVER TREATED WOOD PRODUCTS

(Based in Georgia) 800-832-9663 404-595-5058

#### SOUND ZERO

(Based in Pennsylvania) 610-385-6797

#### US GYPSUM

(Based in California)
(Sight and Sound Screen / Styrofoam center between to boards)
818-956-1882

A Web site that you might find to be of some assistance is the Home page for the United States Department of Transportation (USDOT). Through the USDOT Home Page you will be able to connect with other State's Departments of Transportation (DOT) to inquire after their sound barrier programs. The USDOT Home Page can be reached at: http://www.dot.gov

Thank you again for your interest in the State of Maryland's Sound Barrier Program. If you should need any additional information, or if I can be of any further assistance, please do not hesitate to contact me or Mr. James Hade, the Maryland State Highway Administration's Team Leader for Noise Abatement, who may be reached at 410-545-8599 or 1-800-446-5962.

Sincerely,

Philip Troll
Noise Abatement Team
Maryland State Highway Administration
ptroll@sha.state.md.us

86

========

>>> sylamps <sumac@ibm.net> Friday, 6 November 1998 >>> i have a problem, and i need help.

a developer is planning to build a gas station and mini mart adjacent to my home.

the facility will service a main heavely traffic main artery.

the developer has agreed to construct a barrier between the commercial property

and my home.

my concern is two fold, the height and noise. he has agreed to construct it at

an agreeable height, the concern is noise since the facility will have a car wash and

vacuum equipment.

i am looking for a material or method for constructing the wall barrier that could

help in reducing the noise level, and would greatly appreciate any suggestions that you

can offer.

respectfully, s.r.lampert[sylamps@ibm.net]

cc: Jhade

OEDNAT: #NA

Drafted by: Philip Troll, OED/LAD/NAT - November 6, 1998

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Babrier John 87. D'Woodesete
(Superior Concrete Fence
of Toxas)
800 942-WALL Dasonite (California) (916) 725-1373 Hoover that Wood Priducts The Chargia 1800 TEC WOOD 404 595-5058 M Sound Zero (PA) (610) 385-6797

S. R. Lampert [sylamps@ibm.net] [sumac@ibm.net]

Dear M. Lampert:

Thank your for your recent Internet request for information regarding materials and methods for constructing sound barriers. I appreciate the opportunity to be of some assistance in against noise your search for alternative solutions.

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You can find out more about the Woodcrete system by contacting Superior Concrete Fence of Texas, Inc. at the following address.

The Wood Sternfeld, V.P.

Superior Concrete Fence of

Superior Concrete Fence of Texas, Inc.

P. O. Box 201625 Arlington TX 76006 (800) 942-WALL

A Web site that you might find to be of some assistance is the Home page for the United States Department of Transportation (USDOT). Through the USDOT Home Page you will be able to connect with other State's Departments of Transportation (DOT) to inquire after their sound barrier programs. The USDOT Home Page can be reached at: http://www.dot.gov

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Thank you again for your interest in the State of Maryland's Sound Barrier Program. If you should need any additional information, or if I can be of any further assistance, please do not hesitate to contact me or Mr. James Hade, the Maryland State Highway Administration's Team Leader for Noise Abatement, who may be reached at 410-545-8599 or 1-800-446-5962.

Sincerely,

Philip Troll
Noise Abatement Team
Maryland State Highway Administration
ptroll@sha.state.md.us

OEDNAT: #NA

Drafted by: Philip Troll, OED/LAD/NAT - November 6, 1998

N:\OED\NOISE\CORRESP\1998\LAMP1106.DOC

## ==== INCOMMING CORRESPONDENCE =====

>>> sylamps <sumac@ibm.net> Friday, 6 November 1998 >>> i have a problem, and i need help.

a developer is planning to build a gas station and mini mart adjacent to my home.

the facility will service a main heavely traffic main artery.

the developer has agreed to construct a barrier between the commercial property

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my concern is two fold, the height and noise. he has agreed to construct it at

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vacuum equipment.

i am looking for a material or method for constructing the wall barrier that could

help in reducing the noise level, and would greatly appreciate any suggestions that you

can offer.

respectfully, s.r.lampert[sylamps@ibm.net]



### Maryland Department of Transportation State Highway Administration

91

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

June 22, 1998

Mr. Steven Landsman Property Manager Abaris Realty, Inc. 11820 Parklawn Drive Suite 110 Rockville MD 20852

Dear Mr. Landsman:

Thank you for your recent letter on behalf of the Board of Directors of the Cloisters Home Owners Association requesting a reanalysis of the decibel levels during peak rush hour. I appreciate this opportunity to respond to your inquiry.

The State sound barrier policy has two programs, referred to as Type I and Type II. The Type I program is considered in conjunction with new highway construction or the expansion of existing highways. When deciding where to build a barrier, an environmental analysis is performed during the highway planning phase, to determine if future noise levels will equal or exceed the impact threshold of 66 decibels and, if so whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements to be considered for this program. The homes in your community did predate the approval date of the highway improvements, but the environmental documents for the widening of I 270 East spur predicted no significant noise level increases, therefore the Cloister community does not qualify for a State-funded Sound Barrier under the Type I part of our program.

The Type II or retrofit program involves the construction of noise barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. To be eligible for consideration, a community must predate the highway, existing noise levels must equal or exceed the impact threshold, and an effective barrier must be able to be built for a reasonable cost. In addition, if these technical criteria are met, the County in which the community is located must have a local noise control ordinance to address noise impact upon new development and they must agree to fund 20% of the barrier cost before State funding is approved. Unfortunately, since the Cloisters was built after the original construction of I-270, the community does not qualify for our Type II program.

410-545-8640 or toll free
My telephone number is \_\_\_\_\_\_in Maryland 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Steven Landsman Page Two

One of the basic requirements of our sound barrier policy is that the majority of the affected homes predate the original highway. Where communities do not meet the date criterion, we cannot provide further assistance such as taking additional noise readings.

Thank you again for your interest in the State's sound barrier program. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or, toll free, at 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc: VMr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

N: 10ED/NOISE/COEREST / 1998/ LANDSMØI. DOC



bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: **#OED-25** OEDNAT: **#1263** 

Drafted by: Philip Troll, OED/LAD/NAT -- June 15, 1998 N:\OED\NOISE\CORRESP\1998\LANDSM01.DOC

Mr. Steven Landsman Property Manager Abaris Realty, Inc. 11820 Parklawn Drive Suite 110 Rockville MD 20852

Dear Mr. Landsman:

Thank you for your recent letter on behalf of the Board of Directors of the Cloisters Home Owners Association requesting a reanalysis of the decibel levels during peak rush hour. I appreciate this opportunity to update you on the State Highway administration (SHA) review of the 1996 Noise Policy.

A review of a number of communities throughout the State was recently completed. The review allowed us to determine if these communities meet the requirements for a sound barrier based upon our new sound barrier policy. One of the basic requirements of our policy is that the majority of the affected homes predate the original highway. Our records show the homes in the Cloisters community were built after I-270 and, as a result, the area does not qualify for a State-funded sound barrier. Where communities do not meet the date criterion we cannot provide further assistance such as taking additional noise readings.

Thank you again for your interest in the State's sound barrier program. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or, toll free, at 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #**OED-25** OEDNAT: #1263

Drafted by: Philip Troll, OED/LAD/NAT -- June 15, 1998 N:\OED\NOISE\CORRESP\1998\DRAFTS\LAND0603.CBA



### Abaris Realty, Inc.

11820 Parklawn Drive, Suite 110, Rockville, MD 20852

(301) 468-8919 (301) 468-0983 (Fax)

June 3, 1998

Charles B. Adams
Director
Office of Environmental Design
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Re: Cloisters HOA

N. Bethesda, MD 20852

Dear Mr. Adams:

The Board of Directors at the above referenced property recently met at which time they requested we send you a letter asking you to schedule a decibel level test at a peak rush hour time when there is a lot of traffic on the highway. The test that was done several years ago, was done at a time when there wasn't any traffic which did not give an accurate rating of the noise level. As you may know, over the past several years, the level of traffic has significantly increased which of course, would change the decibel level.

Please respond in writing to my office at the above referenced address to advise us when this can be scheduled. I look forward to hearing from you soon. Thank you for your anticipated cooperation in this matter.

Sincerely,

Steven Landsman

Property Manager

CC: Board of Directors





### STATE OF MARYLAND DEFICE OF THE GOVERNOR

NOT IN BATABASE



91

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

November 13, 1998

Ms. Marie R. Lang 827 Branford Circle Lutherville MD 21093

Dear Ms. Lang:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise: Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

LANG M &1. dr

Parris N. Glendening Governor

CC: The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration
The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Marie R. Lang Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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# Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening
Governor

David L. Winstead
Secretary

John D. Porcari

Deputy Secretary

99

June 25, 1998

Ms. Marie R. Lang 827 Branford Circle Lutherville MD 21093

Dear Ms. Lang:

Thank you for your recent letter regarding a sound barrier for the Longford North community adjacent to I-83. I appreciate this opportunity to update you on the subject of noise abatement for this community.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next several weeks.

Thank you again for your interest in our Sound Barrier Program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

LANG M \$2. dr

cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland

The Honorable A. Wade Kach, Member, Maryland House of Delegates

The Honorable Martha S. Klima, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_ 865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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#### STATE OF MARYLAND OFFICE OF THE GOVERNOR



 $l_0$ 

November 13, 1998

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS DFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Mr. and Mrs. Richard Lang 827 Branford Circle Lutherville MD 21093

Dear Mr. and Mrs. Lang:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

LANG R. \$3. da

Parris N. Glendening Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Mr. and Mrs. Richard Lang Page Two

102

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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October 28, 1998

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Mr. Richard Lang 827 Branford Circle Lutherville MD 21093

Dear Mr. Lang:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Paris N. Slende : LANGRANDE

CC:

The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

bce: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

CANGADI: A

June 25, 1998

Mr. Richard Lang 827 Branford Circle Lutherville MD 21093

Dear Mr. Lang:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable F. Vernon Boozer, Member, Senate of Maryland cc:

The Honorable A. Wade Kach, Member, Maryland House of Delegates

The Honorable Martha S. Klima, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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LANGE Ø1.



### Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator



Dear Mr. Lash:

As we discussed recently, I've enclosed a brief summary of the results of post-barrier noise level testing conducted in your neighborhood along Renita Lane. The study goal is to assess the effectiveness of the recently completed sound barrier along I-495 west of Fernwood Road.

The attached sheet (Exhibit 1) shows the addresses and locations used in the testing program. Exhibit 2 shows a comparison of 24-hour noise level tests at 6814 Renita Lane before and after the sound barrier was built. Comparing each hour, the noise reduction ranged from 6-9 decibels (dBA). Exhibit 3 shows data from the three other addresses chosen for the study. It also gives a comparison with the predicted sound barrier reduction developed during design.

An important point must be kept in mind regarding the information as presented. I have not completed a "calibration" of the pre and post-barrier measurements to equate them in terms of prevailing traffic. It is also certain that traffic volumes, speeds and the percentage of trucks differed between the pre and post-barrier testing. The computer model must be used to reconcile the two test periods. That part of the analysis is not yet completed, but will likely explain some of the apparent differences between the measured and predicted results.

I should be in contact with you upon my return from vacation the last week of July. A final completion timetable should be available at that time.

Sincerely,

Ken Polcak

Noise Abatement Design and Analysis Team

Attachment KDP/kp

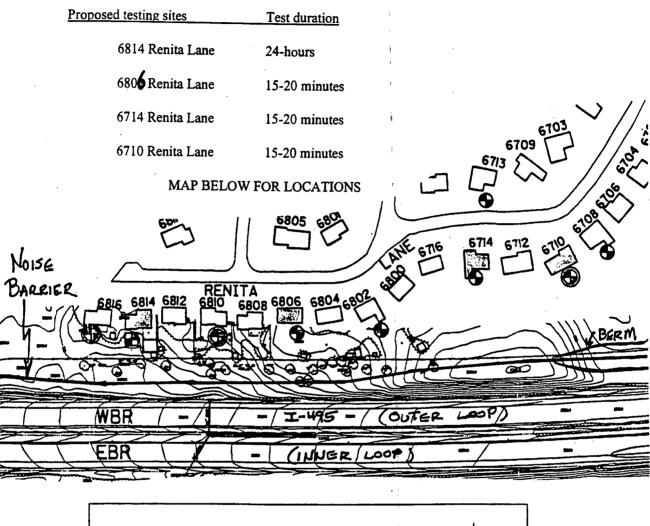
CC

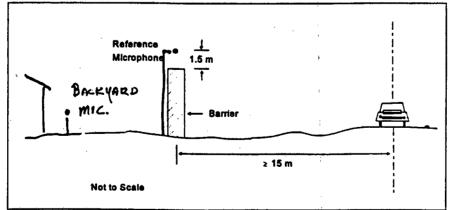
Jim Hade

My telephone number is \_\_\_\_\_

## EXHIBIT 1 - Noise Barrier Effectiveness Study

I-495 Outer Loop, west of Fernwood Road. Renita Lane residences 108





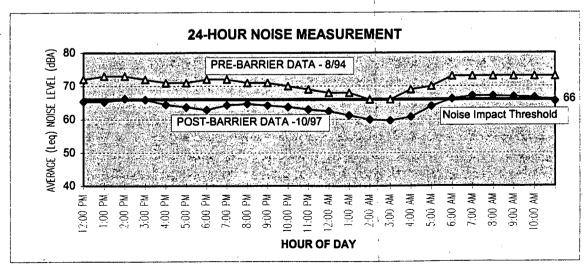
TYPICAL NOISE MEASUREMENT MICROPHONES SET-UP

# 24-HOUR NOISE MEASUREMENT STUDY POST - BARRIER TESTING

Route: I-495 (CAPITAL BELTWAY) Location: 6814 RENITA LANE Test date: 10/23/97 -Start 10/24/97 -End

109

			Sub-interval legth (min.) -			
= *:		Number of sub-intervals/hour -				
	Sı	ub-interval	Leq			
Interval	1	2	3	4	Hourly Leq	
12:00 PM	65.0	65.5	65.6	65.4	65	
1:00 PM	65.6	65.2	64.9	65.4	65	
2:00 PM	67.3	66.1	65.5	66.0	66	
3:00 PM	66.0	66.0	65.9	66.0	66	
4:00 PM	65.4	64.3	64.6	63.3	64	
5:00 PM	63.4	64.8	62.6	63.6	64	
6:00 PM	62.9	62.5	63.2	62.7	63	
7:00 PM	64.0	63.5	64.0	65.5	64	
8:00 PM	65.1	64.7	64.6	64.5	65	
9:00 PM	64.6	64.4	63.9	64.0	64	
10:00 PM	64.1	63.9	63.7	63.2	64	
11:00 PM	63.2	63.0	62.3	63.4	63	
12:00 AM	62.6	62.8	62.4	62.1	62	
1:00 AM	61.9	61.5	60.7	60.8	61	
2:00 AM	· 59.9	59.6	60.5	59.9	<b>60</b>	
3:00 AM	58.9	59.4	59.7	60.6	60	
4:00 AM	60.4	60.7	60.8	61.3	61	
5:00 AM	62.1	63.6	64.7	65.2	64	
6:00 AM	65.7	66.6	66.3	66.4	66	
7:00 AM	66.8	67.0	67.3	67.3	67	
8:00 AM	67.0	67.0	67.0	67.1	67	
9:00 AM	66.8	67.1	66.9	66.5	67	
10:00 AM	66.3	67.3	66.5	66.4	67	
11:00 AM	65.0	66.3	65.5	65.3	66	





#### SUMMARY OF NOISE LEVELS

# I-495 (CAPITAL BELTWAY) OUTER LOOP, WEST OF FERNWOOD ROAD RENITA LANE RESIDENCES

	PRE - BARRII		POST - BARR	` ',	NOISE RE	DUCTION
RENITA LANE ADDRESS	MEASURED	PREDICTED	MEASURED	PREDICTED	MEAS.	PRED.
6814	73	71	65	65	8	6
6806	70	70	64.	62	6	8
6714	63	64	61	58	2	<u> (6</u>
6710	not available	65	62	62	n/a	3
6710	not available	65	62	62	n/a	

IMPORTANT NOTE: THE MEASURED NOISE REDUCTION AS PRESENTED HAS NOT BEEN FULLY CALIBRATED TO ACCOUNT FOR POTENTIAL VARIATIONS IN TRAFFIC CONDITIONS BETWEEN THE PREBARRIER AND POST-BARRIER MEASUREMENT PERIODS. MORE DETAILED ANALYSIS

WILL BE PERFORMED.



3-39

STATE OF MARYLAND OFFICE OF THE GOVERNOR NOT IN DOSTABLE



111

PARRIS N. GLENDENING GOVERNOR

Annapolis Office State House 100 State Gircle Annapolis, Maryland 21401 (410) 874-3801

Washington Office Suite 311 444 North Capitol Street, N. Washington, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

November 13, 1998

Ms. Edith N. Laucht 808 Jameson Road Lutherville MD 21093

Dear Ms. Laucht:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

V. Allerde

Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams. Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

LAUCHT \$1. Ar-

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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## Maryland Department of Transportation

The Secretary's Office

1/3

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

June 25, 1998

Ms. Edith N. Laucht 808 Jameson Road Lutherville MD 21093

Dear Ms. Laucht:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

We have received letters from a number of people in the community with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to questions raised. We are currently gathering information to respond to your requests. A response will be forwarded to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

LAUCHT DR. Br

The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_\_\_\_865-1000

Ms. Edith N. Laucht Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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#### Maryland Department of Transportation

The Secretary's Office

115

Parris N. Glendening Governor David L. Winstead

Secretary

John D. Porcari

Deputy Secretary

February 9, 1998

Mr. Dong Hee Lee 7502 Shadywood Road Bethesda MD 20817

Dear Mr. Lee:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SHA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,!

David L. Winstead

Winter

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

LEE DON \$1. don

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT (Serial No. 10821 also)

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT – February 3, 1998 Revised: JD Hade 2/4/98 N:\OED\NOISE\CORRESP\1998\LEEDON01.doc



#### Maryland Department of Transportation State Highway Administration

1/1

Parris N. Glendenir Governor David L. Winstead Secretary Parker F. Williams

January 16, 1998

Mr. Dong Hee Lee 7502 Shadywood Road Bethesda MD 20817

Dear Mr. Lee:

Thank you for your recent letters to Governor Glendening and Transportation. Secretary Winstead regarding a sound barrier along I-495 for the Burning Tree Estates area. The Governor and Secretary share your concerns over highway noise and asked me to update you on the status of a barrier for your area.

The State Highway Administration (SHA) is finalizing a comprehensive review of the section of the beltway between Bradley Boulevard and River Road to determine if the area meets the requirements for a sound barrier based upon our revised noise policy. We expect to have the results of our reanalysis soon and, once a determination has been made, we will contact you with the results. A copy of a brochure about our sound barrier policy is enclosed for your information.

Thank you again for your letter. The Governor and Secretary appreciate hearing from you and, on behalf of each of them, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely

Parker F. Williams

Administrator

Enclosure

c: Mr. Charles B. Adams, Director of Environmental Design, SHA

The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

My telephone number is 410-545-0400

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Dong Hee Lee Page Two 118

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10066 and 7798

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District Engineer, SHA

SERIAL: #10066 OEDNAT: #1369

Drafted by: Philip Troll, OED/LAD/NAT -- January 14, 1998

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RECEIV

PRESPONSE FOR SOCIETARY DEPART OF TRANSPORTATION whi

Dong Hee Lee 7502 Shadywood Rd Bethesda Md 20817 January 5, 1998

Dear Mr. David Winstead

We are among the homeowners whose properties about the I-495 beltway outer loop between Bradley Boulevard and River Road in Bethesda. It is our understanding from our Delegate Mark Shriver that there will be a decision concerning the funding of new noise barriers within ten working days. We strongly urge you to see to it that our area is included among those designated to receive new barriers.

As emphasized by our Delegate Mark Shriver during his recent meeting with you, strong reasons for noise barriers construction in our area arise from:

■ The recent expansion to 11 lanes (made necessary by the ever-increasing beltway traffic flow) of the segment of I-495 adjacent to our neighborhood which accompanied the addition of the new HOV lanes in the nearby I-270 spur, and

The greatly increased and unbearable sound level of the beltway traffic due to sound reflections from the noise barriers which were added on the I 495 inner

loop, directly across from us.

Our lives have been severely impacted by the increased noise we have been bypassed several times in the past, and now is the time when this area is among those whose need is most urgent.

Sincerely.

Mee Le

Mr. Dong Hee Lee Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10069

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District 3 Engineer, SHA

SERIAL: #10069 OEDNAT: #1371

Drafted by: Philip Troll, OED/LAD/NAT -- January 14, 1998

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### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari

Deputy Secretary

121

June 25, 1998

Ms. Catherine G. Leuze 8502 Tallwood Road Lutherville MD 21093

Dear Ms. Leuze:

cc:

not in database

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf

A number of people in the community have written with a variety of questions. At the public meeting of June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions which have been raised. We are currently gathering information to respond to your request. A response will be sent to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

LEUZE CHURT

The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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#### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary

John D. Porcari Deputy Secretary

LEU HELPI.AL

23

June 25, 1998

Mr. Lawrence K. Leuze 8502 Tallwood Road Lutherville MD 21093

Dear Mr. Leuze:

NOT IN DETAILED -

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written with a variety of questions. At the public meeting of June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions which have been raised. We are currently gathering information to respond to your request. A response will be sent to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary |

cc:

The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

My telephone number is (410)-\_

Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Ms. Lawrence K. Leuze Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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Mr. Charles Levine chasnr@erols.com

Dear Mr. Levine:

This message is written in response to your recent E-mail about sound barriers along Maryland Route 100.

When SHA is deciding where to build a barrier, an environmental analysis is performed during the highway planning phase to determine if future noise levels will equal or exceed the impact threshold of 66 decibels (dBA) and, if so, whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements for a barrier to be considered.

Since Maryland Route 100 was studied in the environmental review process we would like to provide you with the information regarding your community. If you would provide your address we could send you the study details and an interpretation of the findings.

Please forward your questions regarding the State's Sound Barrier Program to me at 707 North Calvert Street Baltimore, MD 21202 or call me at (410) 545-8599 or 1-800-446-5962.

Sincerely, James Hade, RLA Team Leader for Noise Abatement

James D. Hole 92/2/98 From:

"Charles Levine" < chasnr@erols.com >

To:

MDSHAHQ.SHADGN(Barrier)

Date:

11/24/98 6:57am

Who would I contact to see if my community qualifies for a sound barrier. I live on the new Route 100 and the noise is very loud. I believe it exceeds the 66dcb required by sha. Who would come out and do the testing etc...? Charles Levine

Mr. Charles Levine Page Two

bcc: Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #:

**OED Serial#:** OED-74 **Noise Customer #:** 1744

Responding to letter dated: E-Mail dated 11/24/98, to "Barrier" on the SHA Web page

Saved: 12/02/98 12:10 PM by: James Hade

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Note: On 12-3-98, Ms. Natalie Hardy directed that Ms. Frelow and Mr. Madden be omitted from these (e-mail) bcc's.



138

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (2021 638-2215

TDD (410) 333-3098

February 26, 1998

Mr. Richard C. Levy Box 34828 Bethesda MD 20827

Dear Mr. Levy:

Thank you for your recent letter regarding the approval of a sound barrier for the Bradley Manor Road community along I-495 in Montgomery County. I also thank you for your generous hospitality on my visit to your home.

It was my pleasure to announce the success and cooperation of federal, State and county governments coming together to provide a much needed sound barrier for citizens in your community. Your active participation and that of the community has helped us to continue to take positive steps to enhance the quality of life for our citizens both for today and in the future. I also want to thank you for your kind words about our Maryland Department of Transportation team, and we are pleased that you will be able to enjoy your patio once again.

Thank you again for your interest in the sound barrier program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles Adams, the State Highway Administration's, Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parris N. Glendening

Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration The Honorable David L. Winstead, Secretary, Maryland Department of Transportation bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #7894

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway

Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

SERIAL: #7894 OEDNAT: #1241

Drafted by: Philip Troll, OED/LAD/NAT -- February 11, 1998

N:\OED\NOISE\CORRESP\1998\LEVYR01.DOC 2/17/98 12:15 PM

Expresses appreciation funding of the live barriers for I-495

RECEIVED

FEB 2 - 1998

GOVERNOR'S OFFICE

#### **RICHARD C. LEVY & ASSOCIATES**

Box 34828, Bethesda, MD 20827 USA Tel: (301) 469-6481 • Fax: (301) 365-0646 • E-mail: rcl@toysrme.com

27 January 1998

The Honorable Parris N. Glendening Governor of Maryland Annapolis

My dear Governor Glendening:

What an honor and thrill it was to have you at our home yesterday for the announcement of our long prayed for I-495 sound barrier. Speaking for Sheryl, Bettie and myself, I want you to know what a difference this will make in our quality of life, and how much we appreciate your decision.

Once the wall has been installed, I'll replace the patio furniture and BBQ grill, and tend to the backyard garden again, which has been neglected for the last 15 years. I hope you'll come by after the construction for a steak on the grill and to see our newest toys and games, many of which will be invented "blue-skying" on the patio again.

I'd like to take this opportunity to again express our most sincere gratitude to your team: David L. Winstead, Secretary, Maryland Department of Transportation, Parker F. Williams, Administrator, MDOT and, most especially, Charles B. Adams, Director, Office of Environmental Design, SHA, MDOT.

Mr. Adams was the official with whom I had direct contact throughout the past year and a half. I want you to know that he was always responsive, helpful, interested, compassionate, highly professional, a man of noble character and good cheer.

30

Thank you again. If there is ever anything we can do for you on the toy or game front, please do not hesitate to call.

Yours sincerely,

Richard C. Levy



#### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead

Secretary

John D. Porcari

Deputy Secretary



February 9, 1998

Ms. Margaret M. Lincoln 7601 Shadywood Drive Bethesda MD 20817

Dear Ms. Lincoln:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SHA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Downed L. Winder

David L. Winstead

Secretary

LINCOLD2.dr

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

My telephone number is (410)-\_\_\_

Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT (Serial No. 10821 also)

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT – February 3, 1998 Revised: JD Hade 2/4/98 N:\OED\NOISE\CORRESP\1998\LINCOL02.doc



#### Maryland Department of Transportation State Highway Administration

#1372-No.7

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

January 20, 1998

Ms. Margaret M. Lincoln 7601 Shadywood Drive Bethesda MD 20817

Dear Ms. Lincoln:

Thank you for your recent letter to Transportation Secretary David L. Winstead regarding a sound barrier along I-495 for the Burning Tree Estates area. The Secretary shares your concern over highway noise and asked me to update you on the status of a barrier for your area.

The State Highway Administration (SHA) is finalizing a comprehensive review of the section of the beltway between Bradley Boulevard and River Road to determine if the area meets the requirements for a sound barrier based upon our revised noise policy. We expect to have the results of our reanalysis soon and, once a determination has been made, we will contact you with the results. A copy of a brochure about our sound barrier policy is enclosed for your information.

Thank you again for your letter. The Secretary appreciates hearing from you and, on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

Enclosure

cc: The Honorable David L. Winstead, Secretary, Maryland Department of

Transportation

Mr. Charles B. Adams, Director of Environmental Design, SHA

410-545-8640 or toll free

My telephone number is \_\_\_\_\_ in Maryland 1-800-446-5962

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 7 ---

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10124

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, SHA

Mr. Charlie K. Watkins, District Engineer, SHA

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Dear

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**DE TRANSPORTATION** 

As residents of the Burning Tree Estates area, which abuts the outer loop of I-495 (Beltway) between Bradley Boulevard and River Road in Bethesda, we and others in our neighborhood are requesting your assistance in obtaining approval and funding for the construction of sound barriers in our area. As you may already be aware, we have held several meetings of our neighborhood task force to raise visibility regarding the recent significant increase in noise levels due to the latest Beltway widening. The most recent meeting drew about 100 residents and was attended by Senator Jean Rossor and Delegates Jean Croyer and Mark Shriver.

It is our understanding from our Delegate Mark Shriver that there will be a decision concerning the funding of new noise barriers within the next week or so. We wish to point out the following:

- The Beltway was recently expanded to 11 lanes in our area, which was necessary due the ever-increasing traffic flow on the beltway as well as our proximity to the nearby 1-270 spur. We have been told by representatives from the State Highway Office that this is now the widest segment of the beltway in Maryland.
- Now that construction work is largely completed, the noise levels from beltway traffic have increased substantially due to the increased volume and speed of traffic that passes through our area. The noise level is also being increased by sound reflected from the sound barrier that is already in place on the other side of the beltway.

The beltway noise level has been increasing incrementally over the past ten years. The increased noise levels have had a particularly significant impact on the quality of life for those of our neighbors who live directly adjacent to the Beltway, and it is decidedly unpleasant for those of us who are fortunate enough to be a little further away. It is for this reason that we have banded together to request relief. We have been bypassed several times in the past, and relief is sorely needed. We therefore urge you to take action and include our area as one of those designated to receive sound barriers.

Sincerely.

Margasel M. Sweeth - hmcoln 7601 Thadywood Pd Beltwood MD 20817

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# MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

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# Maryland Department of Transportation The Secretary's Office

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

138

August 3, 1998

Mr. Michael Litschewski 1860 Lindamoor Lane Annapolis MD 21401

Dear Mr. Litschewski:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Since Governor Glendening took office in 1995, this Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these much-needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, Governor Glendening has increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Michael Litschewski Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation, Serial #9275

Serial: #9275

Drafted by: Mr. Philip Troll, OED/LAD/NAT - July 29, 1998

N:\OED\NOISE\CORRESP\1998\LITSCHM01.DOC

Dear Governor Glendening:

#### We Need Relief!

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd. Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us. Twenty-five years is too long to wait. Help us secure funds now.

1860 LINDAMORE LANE My address is

142

Dear Governor Glendening;

#### We Need Relief!

Please aid us in updating funds for noise barriers on Rte 50 in Annapolis from the Severn River Bridge to Rowe Blvd.
Though approved in 1981, SHA has bypassed the Weems Creek Neighborhood while constructing noise walls around us.
Twenty-five years is too long to wait.
Help us secure funds now.

I am a registered voter

505 1216 1 18 14 ANDARTHY 316 21901

At the Land State S.

My address is





Governor Partis N. Olendening State House Annapolis, MD 21401

Halle te all beliefe to the best

### OGMD.API.corrgw, 11:40 AM 6/10/98 , Gov. Corr. - Litschewski - Let

X-Mailer: Novell GroupWise 4.1

Date: Wed, 10 Jun 1998 11:40:03 -0400

From: "OGO.ADI, corrqu" ccorrqu@gov.state.md.us>

To: winstead@clark.net

Subject: Gov. Corr. - Litschewski - Letter ID 60290

\*\* High Priority \*\*

OFFICE OF THE GOVERNOR
MALL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

9275

LID: 60290

Receive Date: 06/10/1998

Letter Date: 06/09/1998
Deadline Date: 06/24/1998

Name: Mr. Michael Litschevski

1860 Lindamoor Lane , Annapolis, MD 21401

Subject: NOISE BARRIERS

Description: Requests noise barriers for neighborhood. (Weems Creek)

Agency: MDOT

UNIT: DSI

Attachment Converted: "C:\EUDORA95\Attach\Letter182.pdf"

ATTACHMENT Converted: "C:\EUDORA95\Attach\Response214.rtf"

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Governor Parris N. Glendening State House Annapolis, MD 21401

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146

# THE SECRETARY'S OFFICE MDOT - JUDY WEEKS - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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	LOG DATE: 07/28	8/98 /SIV		9275
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### Maryland Department of Transportation The Secretary's Office

June 29, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

147

Ms. Ruth P. Letschewski 1860 Lindamoor Lane Annapolis MD 21401

Dear Ms. Letschewski:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of statewide sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

-LITSCHE OI. DR

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: 410-865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Ms. Ruth P. Letschewski Page Two 148

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# Maryland Department of Transportation The Secretary's Office

149

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

March 10, 1998

Ms. Ruth Litschewski 1860 Lindamoor Lane Annapolis MD 21401

Dear Ms. Litschewski:

NO HARD DENVE COST

Thank you for your recent letter, as well as your active support for a sound barrier for your community. I appreciate your patience while we considered this community's request for a sound barrier.

It is my pleasure to inform you that the Lindamoor community does meet the eligibility requirements for a sound barrier. While funding for the design and construction of a barrier has not yet been identified, we will be considering funding in future capital program updates. I have directed State Highway Administrator Parker F. Williams to have his staff keep you informed of our progress.

Thank you again for your letter and your interest in the State's Sound Barrier Program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

LMSCH ROPZ, RA

cc:

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

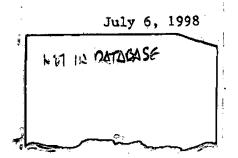
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-



Ms. Jeannette Litz 638 Ridgely Avenue Annapolis MD 21401

Dear Ms. Litz:



GOVERNOR

ANNAPOLIS OFFICE ARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 WASHINGTON, D.C. 20001 (202) 638-2215

Thank you for your recent letter regarding a sound barrier for your community along TDD (410) 333-3098 US 50 between the Severn River Bridge and Rowe Boulevard. I have received a number of letters on this issue from your neighbors, and I appreciate your bringing this matter to my attention.

Since I took office in 1995, my Administration has placed an increased emphasis on quality of life solutions, such as sound barriers. In the past three years, we have developed a new Sound Barrier Policy that has made communities such as yours eligible to receive these muchneeded projects. To handle the increased number of eligible communities, we have also nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, I have increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

Earlier this year, Anne Arundel County enacted a sound ordinance, and County Executive Gary made a commitment to fund 20 percent of the cost of sound barriers. You will be pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these actions taken by the County occurred after the Department of Transportation had submitted its budget for the coming year to the General Assembly.

Now that your community has met the eligibility requirements, I am pleased to assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated. Thank you again for bringing this matter to my attention.

Sincerely,

Parris N. Glendening

Governor

Mr. Parker F. Williams, Administrator, State Highway Administration CC: The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Jeannette Litz Page Two

bcc: Mr. Charles B. Adams, Director, Office of Environmental Design, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #9156

Serial #9156 N:\OED\NOISE\CORRESP\1998\LITZ01.DOC

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October 28, 1998

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PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET. N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Ms. Linda Makowske 819 Branford Circle Lutherville MD 21093

Dear Ms. Makowske:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

Paris N. Slende

Governor [

MAKOWS \$1.2

cc:

The Honorable Michael J. Finifter, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration
The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

N:\OED\NOISE\CORRESP\1998\MAKOWS01.doc



January 7, 1998

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

155

Mr. Andrew H. Marks Ms. Susan E. Esserman 9513 Brooke Drive Bethesda MD 20817

Dear Mr. Marks and Ms. Esserman:

Thank you for your recent letters to Governor Glendening and Transportation Secretary Winstead supporting the construction of sound barriers on I-495, east of the I-270 Spur. The Governor and Secretary asked me to respond on their behalves.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planning, design and construction projects for the upcoming six years and is updated each January. The 1998-2003 CTP is being finalized, and new sound barriers are being evaluated. We have noted your request that a sound barrier for the Longwood community be designed and constructed.

You expressed concern about a potential 500 foot gap west of Greentree Road. The final end points of a barrier for the Longwood area will not be determined until the design phase. Our intent will be to design a barrier which will protect homes that are eligible under the provisions of our noise policy. I have enclosed a copy of a brochure that provides more information about the policy, as well as a copy of the policy itself.

Again, thank you for your letter. The Governor and Secretary appreciate hearing from you, and on their behalves, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

· . /

Parker F. Williams Administrator MARKS H. Sec

Enclosures

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway

Ms. Barbara Snider, Office Director to the Secretary, Maryland Department of Transportation

My telephone number is 410-545-0400

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Andrew Marks Ms. Susan G. Esserman Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 17, 1997

**SERIAL:** #9878

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157

May 26, 1998

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

R/W District #7 5111 Buckeystown Pike Frederick MD 21704

> Mr. and Mrs. John Marsch 10928 Hillcrest Avenue Laurel, Maryland 20723

Dear Mr. and Mrs. Marsch:

After reviewing the letters and documentation you submitted to my office, I have forwarded this information to Mr. Charles Adams, Director of SHA Office of Environmental Design.

Because we will not require any acquisition of property from your parcel, we cannot authorize your request for buyout under our Advance Acquisition or Hardship Acquisition criteria.

However, we will continue to pursue the possibility of mitigation for your property on Hillcrest Avenue.

Thank you for your interest, and if you have additional questions, please call me.

Sincerely,

Frank E. Knapp, III, Division Chief Right-of-Way District #7 - Frederick

FEK/ml

cc: Mr. Parker F. Williams, Administrator, SHA

Mr. Christian C. Larson, Director, ORE

Mr. Charles Adams, Director, OED

Ms. Kelly Mullin, Office of Highway Design

Mr. Steve Foster, Office of Highway Design

Mr. Rob Ritter, Office of Project Planning Project Mgt.

My telephone number is 301-624-8155 \* 1-800-635-5119



David L. Winstead Secretary Parker F. Williams Administrator

158

DATE: 4/23/98 - Ktaxed Copies of Medical seback to Mr. Warsely  OFFICE OF FAMUROUS.
OFFICE OF ENVIRONMENTAL  DESIGN  Noise Abstement Design and Analysis Section
TO: MR John MARSCH/ 301 498 4175  (NAME/OFFICE/TELEPHONE)  FROM: A A A A A A A A A A A A A A A A A A A
FROM: JIM HADE 410/545-8599  (NAME/OFFICE/TELEPHONE)
TOTAL NUMBER OF PAGES: 27   23/98 755 (Including Cover Sheet) 7   23/98 8:05
Please forward this transmittal to the appropriate person as soon as possible. If you have any problems with this transaction, please call our office at (410) 545-8641. The Environmental Design is (410) 209-5003.
Thank you for your cooperation.
ADDITIONAL INFORMATION/COMMENTS:

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



150

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

May 26, 1998

#### **MEMORANDUM**

TO:

Mr. Charles Adams, Director

Office of Environmental Design

FROM:

Frank E. Knapp, III, Division Chief

R/W District #7 - Frederick

SUBJECT:

Mr. and Mrs. John A. Marsch

10928 Hillcrest Drive

Laurel, Maryland 20723

Mr. Marsch has requested that we investigate the possibility of purchasing his residence. Mr. Marsch has been found to have a mild to severe hearing loss in frequencies 1,000 Hz to 8,000 Hz and has been followed by Dr. Michael H. Arenstein in his office for quite some time.

A letter from Dr. Arenstein concerning Mr. Marsch's hearing loss is attached, along with a letter from Mr. and Mrs. Marsch and other documentation related to Mr. Marsch's hearing loss.

The SHA construction of the Interchange for US 29 and MD 216 does not require any right-of-way acquisition from the Marsch property. Therefore, Mr. Marsch does not meet our criteria for acquisition under the Advance Acquisition procedures or under Hardship Acquisition requirements.

Please review the project noise analysis affecting Mr. Marsch's property, and advise if mitigation can be accomplished.

Page Two Memorandum— May 26, 1998

If more information/documentation is needed from Mr. Marsch, please let me know and we will get in touch with him.

Thanks.

FEK/ml

#### Attachments

cc: Mr. Parker F. Williams

Mr. Robert L. Fisher

Mr. Christian C. Larson

Mr. Patrick A. Minnick

Mr. Rob Ritter

Ms. Kelly Mullin

ich 161

Mr. And Mrs. John A. Marsch 10928 Hillcrest Drive Laurel, Maryland 20723 (301) 498-4175 March 19, 1998

Maryland State Highway Administration Maryland Department of Transportation 5111 Buckystown Pike Frederick, Maryland 21704

Attention: Mr. Frank Knapp, III

Dear Mr. Knapp:

I am writing in follow-up to our conversation of January 29, 1998 at the Hammond Middle School and our phone conversation of March 17, 1998.

Enclosed please find documentation from federally appointed doctors concerning my hearing loss that was caused by excessive noise exposure, and the Office of Personnel Management's subsequent decision that I be retired.

As you are aware, several noise level studies have been conducted in our area. The last extensive one took place in July 1997 and was conducted by the Wilson T. Ballard Company. Their findings were that my home sits in a very noisy area that is far in excess of the maximum levels allowed. Noise levels can be expected to only increase in this area with the construction of two new interchanges and the widening of Maryland Route 29.

At the present time, only four homes are affected by the noise levels, but with the widening of Route 29 and the completion of overpasses, even more homes will be affected by the noise. Hillcrest and Hammond Drives are slated for closure in the future with egress from Crest Drive. Since Crest Drive is already completed with access to Route 216, it would allow for the closure of the two streets and the construction of an effective noise barrier could begin before other homes are affected.

Following my disability retirement, I have tried to practice hearing conservation, but it is very difficult and just about impossible during the 6:30 a.m. to 7:30 p.m. time frame. During the summer months, trees and bushes that I have allowed to overgrow along the side of my home afford some noise reduction, but the rest of the year there is no relief.

I am formally requesting the State Highway Administration consider purchasing my home under the emergency purchase clause before my hearing further deteriorates. I ask only that the home be purchased for fair market value. I believe that the purchase of my home, plus the other three, would allow for the construction of a higher and more effective sound barrier that would benefit all homeowners in the area.

I look forward to hearing from you soon.

Sincerely,

John A. Marsch

Goh And arsel

Kathleen T. Marsch





October 28, 1998

163

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Ms. Paula Martello 8711 Valleyfield Road Lutherville MD 21093

Dear Ms. Martello:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

Paris N. Slende

Governor

MARIEL \$3.2

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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Parris N. Glendening Governor

David L. Winstead Secretary

165

Parker F. Williams Administrator

April 27, 1998

Ms.Paula Martello 8711 Valleyfield Road Lutherville, MD 21093

Dear Ms. Davis:

I would like to discuss a letter with you, referencing the Longford North Community being apart of a review for State-funded barriers. The letter was dated April 10, 1998. I can be reached on 410-545-8616 or 1-800-446-5962.

Thank you again for you interest in our noise program. I look forward to your call.

Sincerely,

Natalie B. Hardy

Special Assistant for Noise Abatement

cc: Charles B. Adams, Director for Office of Environmental Design, State Highway Administration

Sharon Blankenship, Secretary, Noise Abatement Team, State Highway Administration

Philip Troll, Noise Abatement Team, State Highway Administration

MBETEL \$1.000.

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free



Ms. Paul Martello Page Two

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### Maryland Department of Transportation

The Secretary's Office

Parris N.\*Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

April 10, 1998

Ms. Paula Martello 8711 Valleyfield Road Lutherville MD 21093

Dear Ms. Martello:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North Community adjacent to I-83. The Governor asked me to respond on his behalf.

The Longford North Community was part of a recent review of several communities to determine if they met the revised requirements of the State's Sound Barrier Policy. In addition to meeting other criteria which are designed to ensure State-funded barriers are provided in the most equitable manner possible, a community must predate the system opening of the original highway. For I-83, that date was 1962. Unfortunately, Longford North was developed earlier than 1962, and consequently, does not meet this criterion.

Thank you again for your letter. I regret we cannot provide you with a positive response. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

bcc:

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #8149

Serial: #8149 OEDNAT: #1611

Drafted by: Philip Troll, OED/LAD/NAT -- April 3, 1998 N:\OED\NOISE\CORRESP\1998\DRAFTS\MART0323:DLW

MARTEL DR. DOS

Ms. Paula Martello Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration
Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation,
Serial #8149

Serial: #8149 OEDNAT: #1611

Drafted by: Philip Troll, OED/LAD/NAT -- April 3, 1998 N:\OED\NOISE\CORRESP\1998\MARTEL02.DOC

06P.3/63:# 8/ 3

170

Governor Parris Glendening State House 100 State Circle Annapolis, Maryland 21401 March 23, 1998

#### Dear Governor Glendening:

I am a resident of Longford North, a community consisting of 200 homes in the Lutherville section of Baltimore County. Longford North lines Interstate 83 just north of the Baltimore Beltway 695.

I am writing to you on behalf of myself, my family, and my community who suffer from the tremendous noise produced by Interstate 83 from which we are not protected. The roar at times is deafening due to the immense volume of truck traffic. The State Highway Administration has been called in many times to take noise level readings. Each time they have verified that the levels far exceed the acceptable. To add insult to injury, Longford North has been overlooked with regards to sound barriers. Communities just to our north as well as those to our south are protected by barriers or are in the process.

I am therefore, Governor, asking you to make an allowance in the State budget for the construction of a sound barrier for our community. Please put a stop to the discrimination and allow Longford North the same quality of life as our neighbors.

Thank you

Sincerely yours,

Caula Martello 8711 Valley field bood Letterille, Mrd. 21093

17

## OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID:

54961

ReceiveDate:

09/31/1998

Assign Date:

03/23/1998

Desdiine Date:

04/14/1998

Name:

Me. Paula Martello

8711 Valley Field Road .

Lutherville, MD 21093

RECEIVED

APR 1 1998

8149secretary

DEPARTMENT OF TRANSPORTATION

Subject SOUND BARRIER REQUEST

Description:

Requests sound barriers for neighborhood.

Agency: MDOT

UNIT: DSI

OE.	DIRE	CT	INFO	RM	ATION	ı

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed	to:	
•	·	

Date:



172

Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

August 18, 1998

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your recent letter to Governor Glendening regarding advanced funding for sound barrier construction along I-495 for the Longwood community. The Governor asked me to respond on his behalf.

The Maryland Department of Transportation is committed to exploring opportunities to advance the funding for the construction of these and other approved sound barriers during the development process of the Department's Capital Budget — the Consolidated Transportation Program (CTP) for the period covering FY 1999-2004. That process will begin in September and will consist of meetings in each county to discuss the overall transportation needs and priorities. As we visit around the State and our financial situation becomes clearer, we will strongly consider your request to advance the funding for these barriers.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

MARTIN \$3.6

CC:

The Honorable Jean Cryor, Member, Maryland House of Delegates

The Honorable Richard A. LaVay, Member, Maryland House of Delegates

The Honorable Jean W. Roesser, Member, Senate of Maryland

The Honorable Mark K. Shriver, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



bcc:

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration
Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #9327

Mr. Charles Watkins, District Engineer, State Highway Administration

**SERIAL: #9327 OEDNAT: #1277** 

Drafted by: OED/LAD/NAT - August 14, 1998

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# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

	LOG DATE:	08/14/98	/slv	SERIAL	.#: 932
;	WILLIAMS			DATE:	08/14/9
: MC	M: Martin, Joseph P 08/10/98				
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	FOR USE BY RESPONSIBLE	UNIT			
	ASSIGNED TO: CMM/E adams		DATE	A-14.	92
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<b>~</b>	(You can buy yourself some additional time in preparing a veconstituent, explaining what's happening, and indicating who		expect	a formal	
Lei Lei	reply. Please fill this portion and mail back the green sheer reply deadline.)  Name of Person Called:  Date:		extensi	où ou Aon	r

175

8/10/98

The Honorable Paris N. Glendening State House 100 State Circle Annapolis, Md. 21401

Dear Governor Glendening,

Once again, I am writing to thank you for your commitment to the quality of life for the citizens of Maryland and your announcement this past winter regarding funding of sound barriers for my community, the Longwood area.

Recently, I spake to Mr. Charles B. Adams of the Environmental Design department of the State Highway Administration. He informs me of a "program tour", to be conducted this fall, which may allow for funding of construction of sound barriers to be accelerated. My understanding of the current Cansolidated Transportation Plan is for funding for the actual construction to be made available in the 2001 CTP, which would commence in July of the year 2000.

As I have mentioned in the past, my property obuts the beltway (route 495 at the 270 split, just north of Bradlet Blvd.) and I would be grateful if funding for construction would be advanced to a date that is as soon as is fiscally passible.

Once again, thank you for your continued commitment to the quality of life for the citizens of Maryland.

Sinceren

Joseph P. Martin 7224 Longwood Dr. Bethesda, Md. 20817 (310)-365-6124

#### ORD.API.corrgw, 11:51 AM 8/13/98 , Gov. Corr. - Martin - Letter I

X-Mailor: Novell GroupWise 4.1

Date: Thu, 13 Aug 1998 11:51:43 -0400 From: "OGD.API.corrgw" <corrgw@gov.state.md.us>

To: winstead@clark.net

Subject: Gov. Corr. - Martin - Letter ID 63552

\*\* High Priority \*\*

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

> 63552 LID:

Receive Date: 08/13/1998

9327

Letter Date: 08/10/1998 Deadline Date: 08/27/1998

> Mr. Joseph P. Martin Mame:

7224 Longwood Drive Bethesda, MD 20817

Subject: SOUND BARRIER REQUEST

Description: Thank you for support of noise barrier for Longwood community and notification that funding for construction may be accelerated.

Agency: MDOT

UNIT: DSI

Attachment Converted: "C:\EUDORA95\Attach\Letter369.pdf"

Attachment Converted: "C:\EUDORA95\Attach\Response401.rtf"

Attachment Converted: "C:\EUDORA95\Attach\Envelope401.rtf"

Joseph P. Marrin Claristo Tolson Marrin 7221 Language Ds. Esthelids MD 20517





## 00062130

The Honorable Paris A. Glendering State House 100 State Circle Annapolis Md 21901

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3

118

August 27, 1998

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin

Thank you for your letter regarding

Sincerely,

Secretary
MDDept.ofTransportation



#### Maryland Department of Transportation

The Secretary's Office

Parris N. Giendening
Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

March 16, 1998

179

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your recent letters to Governor Glendening and me regarding a sound barrier for the Longwood community. The Governor asked me to respond on his behalf, and I am also responding for State Highway Administrator Parker F. Williams.

The time required to design a sound barrier varies with its complexity. In any situation, right-of-way and construction easements may need to be acquired, and such acquisitions entail negotiations with the affected landowners. There may also be issues regarding environmental impacts. The design of the sound wall itself requires precise engineering analyses to provide the maximum benefit to the community at the most economical cost. The structural components of a sound wall must also be addressed. These include the proper foundation size and depth, panel thickness, and post size to adequately withstand extreme wind pressures. On average, it takes approximately one year to design a sound barrier.

Please be assured we will continue to examine the feasibility of advancing the construction of the projects we have announced. I have asked Mr. Charles B. Adams, State Highway Administration's Director of Environmental Design, to have a member of his Noise Team meet with you to discuss the specifics of the project once some of the preliminary issues have been addressed and a timetable has been established.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you have any questions, please do not hesitate to contact Mr. Adams at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-865-1000

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District 3 Engineer, State Highway Administration

Drafted by: James Hade, OED/LAD/NAT March 12, 1998 N:\OED\NOISE\CORRESP\1998\MARTIN01.DOC

# MARYLAND STATE HIGHWAY ADMINISTRATION THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009) REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

		98Mar7		
	LOG DATE.	03/05/1998	<b>a</b> k?	
SENDER: JOSEPH MARTIN				
SUBJECT: LONGWOOD NOISE BARRIERS	Manual Control of the			
X PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATI	URE	THE ADMI	NISTRATOR'S	OFFICE
PREPARE RESPONSE FOR SECRETARY'S SIGNATURE		DRAFTED BY:	(*)	
PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE		SIGNIFICANT REVISIONS BY:	1	
REPLY DIRECTLY, CC: ADMINISTRATOR  PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVE	ERNOR'S SIGNATURE	туред:	1/1	·
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		DATE IN:	m (	
ASSIGNED TO: ADAMS		APPROVED: FOLLOW UP BY:		
TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY:	03/12/1998	DUE DATE:	( ) ( )	
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RESPONSE PREPARED BY:  (Name / Telephone / Date)	, 3			
TYPED BY:	an l	<u> </u>	'n}	/
PROOFREAD BY:	1		•	
SENIOR MANAGER'S APPROVAL:			***	(
WAS THERE PERSONAL CONTACT WITH THE SENDER?	TI YES []]	NO		
REMARKS:				
	11 ) 14 )		11	

182

25 February 1998

Governor Parris N. Glendening State House 100 State Circle Annapolis, Md. 21401

Dear Governor Glendening,

Thank you for your recent letter regarding noise barrier construction in the Longwood community where I live. I appreciate your continuing concern for the quality of life for the citizens of Maryland.

I am writing at this time to ask your help in speeding up the timetable for design and ultimate construction of the aforementioned barriers. I understand that while funding for design is set for this coming summer, construction is not targeted to begin until summer of 2000. As you witnessed and listened during your visit to the area this past January, the noise is indeed unbearable.

I respectfully request you direct Secretary Winstead and Mr. Charles Adams to revisit the timetable for design and construction of the barriers to a date as close to this summer as is possible.

Thank you once again for your continued commitment to the citizens of Maryland and your help in the noise abatement issue.

Sincerely,

Joseph P. Martin 7224 Longwood Dr. Bethesda, Md. 20817

CC:

Mr. David L. Winstead, Scorctary, Maryland Department of Transportation

Mr. Charles B. Adams, Director of Environmental Design, SHA

Mr. Parker F. Williams, Administrator, SHA

Mr. Brian E. Frosh, Senator, State of Maryland

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please ferward the response, the original letter and any back-up to the unit indicated below. to, if there are any questions as to how to respond, please call the unit listed below.

LID: 53107

3/6/1998 ReceiveDate: 2/25/2998 Assign Date: 3/20/1998 eadline Dete

Name:

Joseph P. Martin

7224 Longwood Drive Eatherda MD 20817

8029

Description: Requests expediting of the design and construction of the noise OUND BARRIER REQUES barrier in the Longwood community.

Agency:

Unit: DSI

RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above,

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Re	-Dire	cted	to	:	 ٠	 	21	

Date!



### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead

Secretary John D. Porcari Deputy Secretary

February 9, 1998

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

This letter is sent to update you on your request for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

You will be pleased to know we have determined that the Burning Tree community does meet the requirements for a sound barrier. Although funding for design and construction has not yet been identified, we are looking at the funding needs for this barrier and will keep you informed of our progress.

Several construction feasibility issues also need to be resolved. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked State Highway Administration (SHA) staff to provide you with the results once a determination has been made.

Thank you again for your interest in the State's sound barrier program and your support for a barrier for the Burning Tree community. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

> Sincerely. al: Winter

David L. Winstead

Secretary

cc:

MARTIN OZ. DOC

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

•		, oc	Community: _ B	urning tree
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bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Adminstration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10190

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

Mr. Charlie K. Watkins, District 3 Engineer, State Highway Administration

**SERIAL:** #10190 **OEDNAT:** #1277

Drafted by: Philip Troll, OED/LAD/NAT -- January 27, 1998

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### RECEIVED

FEB 1 3 1998

GOVERNOR'S OFFICE

2/11/98

Governor Parris N. Glendening State House 100 State Circle Annapolis, Md. 21401

Dear Governor Glendening,

I am writing to thank you for your recent visit to my neighborhood and your announcement to allocate funding for noise barriers along several stretches of the beltway.

As I have written before, I am extremely grateful of your commitment to the quality of life for citizens of the state of Maryland.

I hope other members of my community are as thankful as : am.

Sincerely.

Joseph P. Martin 7224 Hongwood Dr. Bethesda, Md. 20817

Dedlesan, mai accept

cc: Secretary Winstead

Maryland Department of Transportation

#1294 hongwood

12:28PM SHA ADMINISTRATOR 410 333 1586, **2-1**FEB 18 '98

# OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

UD: 61467

ReceiveDate: 2/16/1998 Assign Date: 2/11/1998 Deadline Date: 3/2/1998

Name:

Joseph P. Martin

7224 Longwood Drive

Bethesda, MD 20817

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SECRETARY DEPARTMENT OF TRANSPORTATIO

FUNDING Subject:

Description: Thank you for allocating funding for the noise barriers.

gency:

unit:

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If the response to this correspondence should be handled by another agency, please complete the response to this correspondence to the proper the following information and forward the completed form and the copy to the unit indicated above.

Maniel.	 •		
Re-Directed to:		•	
Date:	 		

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your recent letter, as well as for the active support which you and your neighbors have displayed for a sound barrier for the Longwood community. I appreciated your patience while we considered this community's request for noise abatement.

22

It is my pleasure to let you know I have approved funding for a much needed sound barrier for the Longwood community, which will improve the quality of life and enhance safety for you and your neighbors. State Highway Administration staff will begin to design the barrier soon, and I have asked them to keep the community informed and involved as the design proceeds.

Thank you again for your letter and your interest in the State's sound barrier program. I appreciate hearing from you and am pleased I have been able to provide funding for this project. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parris N. Glendening Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. Parker F. Williams, Administrator, SHA
The Honorable David L. Winstead, Secretary, Maryland Department of
Transportation

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10190

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Serial: #10190 OEDNAT: #1277

Drafted by: Philip Troll, OED/LAD/NAT -- January 27, 1998

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#### MARTIN, JOSEPH P. -- Secretary's Control #10190

Date Due: 1/27/98

te: Noise Barriers covering Bradley Boulevard

Community:Longwood

Notes: Response prepared -- On hold per CBA (1/26/98)

"Good News letter on hold pending Glendening's announcement of 9.6

#### O'NEIL, POM -- Secretary's Control #7705 DLW for PNG

Date Due: 01/09/98 (Extension from Judy Weeks)
Re: Wants new answers and a firm response

Community: Timberlawn / I-270

Notes: On hold, Per CBA --pending meeting.

See also Serial #98JAN8 (Connie Morella) -- 1/13/98

\_\_\_\_\_

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#### PESCRILLE, JOSEPH D. -- Secretary's Control #7610 DLW for PNG

Date Due: 12/03/97

Re: Requests consideration of highway noise barriers for I-83 that impa

Community:Longford North

Notes: On hold per CBA -- 11/19/97

Supersedes Secretary's Control #9684 -- Due 11/26/97

Same letter -- To DLW

#### SNOOK, WILLIAM. -- Administrator's Control #970CT42

Date Due: 10/28/97

Re: Sound Barriers for I-695 Community:Trinity Assembly of God Notes: Please File per-CBP/08/97

Dec. 3, 1997: Rec'vd copy of PFW letter to Mr. Snook -- Re: Meetin

\_\_\_\_\_\_

#### WUNG, MICHAEL -- Secretary's Control #7768 DLW for PNG

Date Due: 01/09/98

Re: Support funding of a barrier covering Bradley Boulevard to 500' wes

Community:Longwood

Notes: Already responded to under Serial #9928 -- 12/21/97

\_\_\_\_\_\_

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1/16/98

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ECRETARY DEPARTMENT DE DRANSPORTATION

Secretary David L. Winstead Maryland Department of Transportation-SHA 707 N. Calvert St. Baltimore, Md. 21202

Dear Secretary Winstead,

I am writing to voice my disappointment upon hearing the Consolidated Transportation Plan did not include funding for noise barriers in the Longwood (Bethesda) community. I had hoped this would be the year we would see relief from the unbearable hoise emanating from the beltway.

I am hoping that, as Secretary, you might be able to reconsider funding the design and construction of such barriers. It is my understanding the cost of such a project would be a one time cost, and that the State of Maryland has surplus funds at this time (and that the Montgomery County Council will provide the matching funds necessary).

I know you are committed to the quality of life for the citizens of Maryland and hope you can offer some help to obtain relief from the adverse effects of the gap in noise barriers. On my lot, your office has determined I am above the threshold level of acceptable noise levels (Fred Elsen, 9/16/97 communication). I cannot use over one half of my lot at all hours of the day as the noise is deafening. I would hope you would reconsider the CTP and include funding.

Thank you very much for your consideration.

Sincerei

Joseph P. Martin 7224 Longwood Dr. Bethesda, Md. 20817 (301)-365-6124

cc. Mr. Parker F. Williams, Administrator

Mr. Joseph P. Martin 7224 Longwood Drive Bethesda MD 20817

Dear Mr. Martin:

Thank you for your recent letter to Transportation Secretary Winstead regarding funding a sound barrier for the Longwood. Your concerns and those of your community are important to me and I appreciate this opportunity to update you on this issue.

By focusing State resources for sound barriers that will protect citizens in seven communities along I-270 and I-495 in Montgomery County, we can show how Federal, State and County government can come together to solve a common problem for citizens in these areas. The State Highway Administration's (SHA) comprehensive review of the State's 1996 Noise Policy has determined your community meets the requirements for a sound barrier based upon our revised noise policy. The active participation of you and your fellow residents has helped us to continue to take positive steps to improve the quality of life and enhance safety for our fellow citizens both for today and in the future.

Thank you again for letter and your interest in the States's sound barrier program. I appreciate hearing from you and I also thank you for the interest which prompted you to write. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design. Mr. Adams may be reached at 410-545-8640, or toll-free in Maryland at 1-800-446-5962.

Sincerely,

Parris N. Glendening Governor

cc: Mr. Charles B. Adams, Director of Environmental Design, SHA
Mr. Parker F. Williams, Administrator, SHA
The Honorable David L. Winstead, Secretary, Maryland Department of
Transportation

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #10190

Ms. Rhoda Washington, Special Assistant to the District 3 Engineer, State Highway Administration

Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Serial: #10190 OEDNAT: #1277

Drafted by: Philip Troll, OED/LAD/NAT -- January 27, 1998

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Please Propers Ecoposes For Secretary's

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DE TRANSPORTATION

1/16/98

Signature a: holis f

JAN 20 1998 IOI QO SECRETARY DEPARTMENT

Secretary David L. Winstead
Maryland Department of Transportation-SHA
707 N. Calvert St.
Baltimore, Md. 21202

Dear Secretary Winstead,

I am writing to voice my disappointment upon hearing the Consolidated Transportation Plan did not include funding for noise barriers in the Longwood (Bethesda) community. I had hoped this would be the year we would see relief from the unbearable hoise emanating from the beltway.

I am hoping that, as Secretary, you might be able to reconsider funding the design and construction of such barriers. It is my understanding the cost of such a project would be a one time cost, and that the State of Maryland has surplus funds at this time (and that the Montgomery County Council will provide the matching funds necessary).

I know you are committed to the quality of life for the citizens of Maryland and hope you can offer some help to obtain relief from the adverse effects of the gap in noise barriers. On my lot, your office has determined I am above the threshold level of acceptable noise levels (Fred Elsen, 9/16/97 communication). I cannot use over one half of my lot at all hours of the day as the noise is deafening. I would hope you would reconsider the CTP and include funding.

Thank you very much for your consideration.

Sincerely

Joseph P. Martin 7224 Longwood Dr. Bethesda, Md. 20817 (301)-365-6124

cc. Mr. Parker F. Williams, Administrator

relm-heplaced by

January 26, 1998

Mr. Joseph P. Martin 7509 Shadywood Road Bethesda MD 20817

Dear Ms. and Mr. Hofmann:

Thank you for your recent letter to Transportation Secretary Winstead regarding a sound barrier along I-495 for the Burning Tree Estates area. The Secretary shares your concerns over highway noise and asked me to update you on the status of a barrier for your area.

The State Highway Administration (SHA) is finalizing a comprehensive review of the section of the beltway between Bradley Boulevard and River Road to determine if the area meets the requirements for a sound barrier based upon our revised noise policy. We expect to have the results of our reanalysis soon and, once a determination has been made, we will contact you with the results. A copy of a brochure about our sound barrier policy is enclosed for your information.

Thank you again for your letter. If you need additional information regarding this matter in the meantime, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or, toll free, at 1-800-446-5962.

Sincerely,

Parker F. Williams Administrator

Enclosure

Mr. Charles B. Adams, Director of Environmental Design, SHA

The Honorable David L. Winstead, Secretary, Maryland Department of

**Transportation** 



### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

197

January 7, 1998

Mrs. Mary Mercaldo 1602 Alston Road Towson MD 21204

Dear Ms. Mercaldo:

cc:

Thank you for your most recent letter regarding noise barriers behind your home, at Alston Road and the Baltimore Beltway. We understand and share your frustration at not having the barrier completed in a timely fashion.

When we wrote to you last month, we gave you the best estimate of when the barriers would be installed. This schedule was based on information the contractor provided to us at that time. Regrettably, there was some last minute delay in obtaining the panels for the barrier behind your home.

As we are writing this letter, the barriers are being installed near your home. In fact, all have been placed except one. This is a narrower, specially fabricated panel. Although there have been some problems with the fabrication, we have been assured the panel will be in place within 75 days, though the contractor hopes to have it done sooner.

Once the barrier has been completely installed, crews will regrade the area, clean up and landscape the site. The regrading has already begun and clean-up should begin shortly, followed by the landscaping during the Spring planting season. If you have any further questions as this project draws to a close, please do not hesitate to contact Mr. David , Malkowski, the State Highway Administration's District Engineer, who may be reached at 410 321-3461 or, toll-free, at 1 800-962 3077.

Sincerely,

David L. Winstead

Secretary

Mr. David Malkowski, District Engineer, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

bcc: Mr. Charles B. Adams, Director of Environmental Design, SHA

Mr. Gradon Tobery, Assistant District Engineer-Construction, SHA

Mr. Terry Holderby, Project Engineer, SHA

dictated by Linda Singer, SHA D-4, 410-321-2203, 11/18/97

Systember 26, 1997 hen It. How. Townsherd and writing to you in complete Lesperation. Have recided at this location for greatly 40 years neidless It's say at the form four more to the readers, no belting existed in the back of our Well in 1962 the fortune begun. It would consume 50 or The aggression of the aggression of the on the market of times, needless 5 say ou takens! mes Townsled the red problem es now, after having removed all bushes, Frees excettes, the feren being lowered we the

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#### NOISE INQUIRY CHECKLIST

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*** FOLLOW	N-UP ***
DATE 4/8/98	BY Fred Eisen
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#### Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor David L. Winstead Secretary John D. Porcarl Deputy Secretary

January 6, 1998

Mr. Frank T. Mickey 7205 Longwood Drive Bethesda MD 20817

Dear Mr.

Thank you for your recent letter to Governor Glendening and me regarding eligibility for a sound barrier on the inner loop of I-495, from Bradley Boulevard to Greentree Road. The Governor asked me to thank you and respond on his behalf. I am also responding on behalf of State Highway Administrator Parker F. Williams.

You expressed concern about a 500 foot area West of Greentree Road. The final end points of a barrier for the Longwood area have not been determined. This will occur during the detailed design phase and the barrier will be designed to protect homes which are eligible under the provisions of the State's noise policy. Enclosed is a copy of a brochure that will provide more information about the policy.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director, Environmental Design, State Highway Administration, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

PS. Frank, Charlie Adoms will keep you pertin

Mr. Charles B. Adams, Director of Environmental Design, State Highway cc:

Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

865-1000

Mr. Frank T. Mickey Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design,

**SHA** 

Ms. Leslie Frelow, Assistant to the Deputy Secretary, MDOT

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, SHA

Drafted by: Philip Troll, OED/LAD/NAT -- December 19, 1997

**SERIAL:** #97DEC20 (?)

SERIAL: #9898 This "Bumped-up" response replaces #97DEC20 Secretary's Correspondence Serial Number yet to be assigned...

N:\OED\NOISE\CORRESP\1998\MICKEY01.doc

12/19/97 3:53 PM

206

December 15, 1997

Mr. Parker F. Williams
Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202

Subject:

Noise Barriers covering Bradley Boulevard to just west of Fernwood, on the inner loop east of the I-270 Spur; 16th District. State of Maryland.

Dear Mr. Williams:

I am a resident of the Longwood Drive area, and my house is one of those which abuts the beltway on the inner loop. My understanding of the information related to the board of the Bradley Boulevard Citizens Association (BBCA) on November 19, 1997, by Senator Brian E. Frosh and State Delegate Marilyn Goldwater, indicates that homes that are located within 500 feet west of Greentree Road are to be omitted from noise barrier installation plans. The reason given was that the houses were built after the I-495 highway was constructed. Since my house was constructed in 1955, and the two houses to my right were constructed shortly after that, I have difficulty with this argument.

Additionally, recent expansion of the Beltway, including the construction of raised HOV lanes, has greatly increased the noise emanating from the Beltway far beyond County and State guidelines. If the plan to omit this segment of the Beltway from noise barrier coverage is pursued, reflection from the barriers due to be installed on the outer loop of the Beltway will magnify the problem even more. This is a severe injustice.

In the past nine years, the noise at my back door has gone from noticeable to conversation-stopping. I have watched noise barriers constructed behind Arrowwood Court, which has fewer old houses that Longwood Drive, and am left to wonder whether preferential treatment is intended or is occurring due to lack of correct and current information.

Please provide whatever assistance you can in ensuring that sound barriers are <u>not</u> excluded from the section of the inner loop between Bradley Lane and Greentree Road. I am grateful in advance for your assistance.

Smcerely.

Frank T. Mickey 7205 Longwood Drive

rank T. Mickey

Bethesda, MD 20817

cc: The Honorable Parris N. Glendening, Governor

The Honorable David L. Winstead, Secretary of Transportation

#### MARYLAND STATE HIGHWAY ADMINISTRATION THE ADMINISTRATOR'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

CONTROL #97DEC20 -> 440

LOG DATE: 12/17/97 SENDER: MICKEY, FRANK RE: NOISE BARRIERS COVERING BRADLEY BOULEVARD [✓] PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE ì [ ] PREPARE RESPONSE FOR SECRETARY'S SIGNATURE [ ] PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE REPLY DIRECTLY, CC: ADMINISTRATOR ASSIGNED TO: CHARLIE ADAMS TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 12/29/97 SPECIAL INSTRUCTIONS: | Train Twill - 410.545.8600 - Dec 1970 | (Name V Telephone / Date) TYPED BY: (1 PROOFREAD BY: TADE ! SENIOR MANAGER'S APPROVAL: FOLLOW UP BY: DATE DUE: WAS THERE PERSONAL CONTACT WITH THE SENDER? [ ] YES [ ] NO REMARKS: Jum/Moise Team-I E- Mailed Donna con this one. PLI draft then with the 12/19 due o

date in mind. It you have any full from the see me. Thanks

RECEIVE

December 15, 1997

Mr. Parker F. Williams Administrator State Highway Administration 707 N. Calvert Street Bakimore, MD 21202

Co. Whole was

DEC 16 1997

SECRETARY DEPARTMENT CE TRANSPORTATION

Noise Buriers covering Bradley Boulevard to just west of Fernwood, on the inner loop east of the I-270 Spur; 16th

District. State of Maryland.

Dear Mr. Williams:

I am a resident of the Longwood Drive area, and my knuse is one of those which abuts the beltway on the inner loop. My understanding of the information related to the board of the Bradley Boulevard Cirizens Association (BBCA) on November 19, 1997, by Senator Brian E. Frosh and State Delegate Marilyn Goldwater, indicates that homes that are located within 500 feet west of Greentree Road are to be omitted from noise barrier installation plans. The reason given was that the houses were built after the I-495 highway was constructed. Since my house was constructed in 1955, and the two houses to my right were constructed shortly after that, I have difficulty with this argimient.

Additionally, recent expansion of the Beltway, including the construction of raised HOV lanes, has greatly increased the noise emanating from the Beltway far beyond County and State guidelines. If the plan to omit this segment of the Beltway from noise barrier coverage is pursued, reflection from the barriers due to be installed on the outer loop of the Beltway will magnify the problem even more. This is a severe injustice.

In the past nine years, the noise at my back door has gone from noticeable to conversation-stopping. I have watched noise barriers constructed behind Arrowwood Court, which has fewer old houses that Longwood Drive, and am left to wonder whether preferential treatment is intended or is occurring due to lack of correct and current information.

Please provide whatever assistance you can in ensuring that sound harriers are not excluded from the section of the inner loop between Bradley Lane and Greentree Road. I am grateful in advance for your assistance.

Frank T. Mickey 7205 Longwood Drive

Frank T. Mickey

Bethesda, MD 20817

cc: The Honorable Parris N. Glendening, Governor The Honorable David L. Winstead, Secretary of Transportation

# MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

20

**D-TSO-002** 

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### Maryland Department of Transportation State Highway Administration

210

Parris N. Glendening

David L. Winstead Secretary

Parker F. Williams Administrator

October 26, 1998

Mrs. Diane Miller
111 Woodholme Avenue
Pikesville MD 21228 21208

Dear Mrs. Miller:

Thank you for your recent request for information concerning sound barriers along the outer loop of I-695, between I-795 and MD 140 (Reisterstown Road). I appreciate the opportunity to explain how our Sound Barrier Program applies to this area.

The Woodholme community is being evaluated to determine if the following technical requirements for a sound barrier are met.

- the majority of the affected homes predate the highway
- existing noise levels equal or exceed the 66 decibel impact threshold
- if an effective barrier can be built for a reasonable cost

If these criteria are met, before State funding approval is considered Baltimore County will have to enact a local noise ordinance to prevent new homes from being built close to State Highways without noise protection. Additionally, the County would have to commit to fund 20 percent of the barrier cost. Once all of these conditions are met, construction of a barrier would be dependent upon the availability of State funds.

Our analysis will be completed by the end of December. I look forward to sharing the results with you by mid January. Enclosed for your use is a copy of the State's Sound Barrier Policy and a Community Resource Guide.

Thank you again for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or 1-800-446-5962.

Charles B. Adams

Director

Office of Environmental Design

Enclosure

Cc: The Honorable Paula Colodney Hollinger, Member Senate of Maryland
The Honorable Michael J. Finifter, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 { ...

Mrs. Diane Miller Page Two 211

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Noise Customer #: 1035

Responding to letter dated: initiated by CBA request

Response prepared October 21, 1998

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## Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

December 22, 1998

Mr. Peter E. Miller 104 Willobrook Drive Pasadena MD 21122

Dear Mr. Miller:

This letter is a follow-up to my September 11 letter to you in regarding a sound barrier evaluation for the Willo-Brook and Brookfield communities near MD 100. I would like to update you on the status of the evaluation.

We are finalizing our analysis to determine if this area meets the requirements for a sound barrier. It has taken us longer than we originally anticipated to complete this work and we now expect to have the results of our analysis in early January. Once a determination has been made, we will contact you with the results. You may expect to hear from us by the end of January.

Thank you for your patience while we continue to conduct our investigation. If you should have any other questions on this matter, please do not hesitate to contact Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration, who may be reached at 410-545-8616 or 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates
The Honorable Philip C. Jimeno, Member, Senate of Maryland
The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable Victoria L. Schade, Member, Maryland House of Delegates
Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 Mr. Peter E. Miller Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Mr. John M. Lewis, State Legislative Officer, Maryland Department of

Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

**Transportation** 

Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #:

**OED** Serial #:

Noise Customer #: 1694

Responding to letter dated:

Saved: 0/0/00 0:00 AM by: Ted Severe

N:\OED\NOISE\CORRESP\1998\MILLRP02.DOC



# Maryland Department of Transportation State Highway Administration

214

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

September 111, 1998

Mr. Peter E. Miller 104 Will-o-Brook Drive Pasadena MD 21122

Dear Mr. Miller:

Thank you for your recent letter regarding the highway noise along MD 100 in the vicinity of the Will-o-Brook community. I appreciate the opportunity to explain how our Sound Barrier Program applies to your community.

In order for us to determine if the Will-o-Brook community meets the qualifications for a sound barrier, it will be necessary for us to determine if all of the following criteria are met: the majority of the affected homes predate the highway; if existing noise levels equal or exceed the 66 decibel impact threshold; and if an effective barrier can be built for a reasonable cost. If these criteria are met, construction of a barrier would be dependent upon the availability of State funds and Anne Arundel County would have to agree to fund 20 percent of the barrier cost.

We have initiated an analysis to determine if the technical criteria are met. This analysis should be completed by the end of October. I look forward to sharing the results with you then. Enclosed for your use is a copy of the State's Sound Barrier Policy and Community Resource Guide.

Thank you again for you interest. If you have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at 410-545-8599 or 1-800-446-5962.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

cc: The Honorable Joan Cadden, Member, Maryland House of Delegates

The Honorable Philip C. Jimeno, Member, Senate of Maryland

The Honorable John R. Leopold, Member, Maryland House of Delegates

The Honorable, Victoria L. Schade, Member, Maryland House of Delegates Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

OED Serial: OED-50

Responding to letter dated: August 28, 1998 Drafted by: Philip Troll, September 9, 1998

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,-ADM- \*A& \* C9L

\*MR CHARLES B ADAMS -DIRECTOR .

REFICE OF ENVIROMENTAL DESIGN RYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION

8/28/98

No

Miller

SIR,

THAVE BEEN LIVING AT 104 WILL-O-BROOK DRIVE PASADENA, MD 21122, DIRECTLY ALONG ROUTE 100 (SHARRONVILLE PROJECT) COMPLETED ABOUT 20-25 YEARS AGO WITH THE PROMISE OF SOME SORT OF SOUND PROTECTION (IF NEEDED) . WELL SIR I ENVITE YOU TO SPEND A DAY/NIGHT AT OUR HOME AND LISTEN (IF YOU DO NOT LOOSE YOUR HEARING) WE NEED HELP!!!! I HAVE BEEN BEGGING EVERYBODY FOR THE PAST 20 YEARS FOR HELP AND HAVE BEEN UNABLE TO GET HELP ANYWHERE. CAN OR WELL YOU HELP US ??? WILL YOU (IF UNABLE TO DO YOUR SELF) DIRECT US TO SOMEDIME V ANYONE WHOM CAN AND (MORE IMPORTANT-WILL) HELP US ????? WHOM CAN HAVE MOVED BECAUSE THE NOISE AND DIRT ARE SO BAD FROM THE HIGHWAY, HOME VALUES HAVE DECLINED OVER THE SOLEANS DUE TO THE HIGHWAY ISE AND DIRT.

OUR HOUSE IS LOCATED AT THE END OF WILL-O-BROOK DRIVE (RIGHT UP ALONG RT#100)
PLEASE LOOK INTO OR FOREWARD ALONG TO SOMEONE WHOM " WILL HELP US ".
THANK YOU FOR YOUR TIME AND (HOPEFULLY) HELP.

PETER E MILLER 104 WILL-O-BROOK DRIVE PASADENA,MD 21122 410-437-0579

CY: FILE RT#100

PEMILLERO74333 C9D -EOT-

CSRPRODI-DATE 08/28/98-TIME 080046



## Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

August 19, 1998

217

Ms. Jeanne Gallagher 111 Willo Brook Drive Pasadena MD 21122

Dear Ms. Gallagher:

Thank you for your recent letter regarding the highway noise along MD 100 in the vicinity of the Willo Brook and Brookfield communities. I appreciate the opportunity to explain how our Sound Barrier Program applies to your communities.

In order for us to determine if the Willo Brook and Brookfield communities meet the qualifications for a sound barrier, it will be necessary for us to determine if all of the following criteria are met. This will consist of determining if the majority of the affected homes predate the highway; if existing noise levels equal or exceed the 66 decibel impact threshold; and if an effective barrier can be built for a reasonable cost. If these criteria are met, construction of a barrier would be dependant upon the availability of State funds and Anne Arundel County would have to agree to fund 20 percent of the barrier cost.

We will initiate an analysis to determine if the technical criteria are all met. This analysis should be completed by the end of October. I look forward to sharing the results with you then. Enclosed for your use is a copy of the State's Sound Barrier Policy and Community Resource Guide.

Thank you again for you interest. If you have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at 410-545-8599 or 1-800-446-5962.

harle !

Charles B. Adams

Director

Office of Environmental Design

#### Enclosure

cc:

The Honorable Joan Cadden, Member, Maryland House of Delegates

The Honorable Philip C. Jimeno, Member, Senate of Maryland

The Honorable John R. Leopold, Member, Maryland House of Delegates
The Honorable, Victoria L. Schade, Member, Maryland House of Delegates
Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202



# Maryland Department of Transportation State Highway Administration

#1415

Parris N. Glendening Governor David L. Winstead

Secretary

Parker F. Williams
Administrator

February 17, 1998

Mr. Ralph Miller Ms. Wendy Miller 9004 Quintana Drive Bethesda MD 20817

Dear Mr. and Ms. Miller:

Thank you for your recent letter, as well as your active support for a sound barrier for the Burning Tree Estates area along I-495 between Bradley Boulevard and River Road. I appreciate your patience while we considered this community's request for noise abatement.

It is my pleasure to inform you the Burning Tree community does meet the requirements for a sound barrier. At this time, funding for the design and construction of a barrier has not been identified. We are looking at the funding needs for this barrier and will contact you as we work through this need.

There are several issues regarding the feasibility of constructing a barrier. In one location, the homes are approximately 50 feet above the Beltway, and it is questionable whether they can be protected. A stream runs parallel to the Beltway along another portion of the area, and there are associated floodplain issues that will need to be addressed. Further engineering is required to resolve these technical issues, and I have asked my staff to provide you with the results once a determination has been made.

My telephone number is \_\_410-545-0400

Mr. Ralph Miller Ms. Wendy Miller Page Two 219

Thank you again for your letter and your interest in the State's sound barrier program. I appreciate hearing from you. If you need any additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely

Parker F. Williams

Administrator

cc: Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial: #7914

Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial: #7914 OEDNAT: #1415

Drafted by: Philip Troll, OED/LAD/NAT -- February 9, 1998

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4108543743;# 3/ 3

12:13PM SHA ADMINISTRATOR 410 333 1586

and Wordy Miller

9004 Quintans Drive Baharis, NO 20817

RECEIVEL

Fax 301-365-6564 Home Phone 301-365-8453 Smail rim 004@soloom Ralph Work 301-718-2400x15

The Honorable Parris Glendening Office of the Governor 100 State Circle Annapolie MD 21401

JAN 2 3 1998

GOVERNOR'S OFFICE

Dear Governor Glendening

As a long time resident, I have seen the many important projects the state has undertaken to create a better living atmosphere for its constituents. Few have been as large and successful as the building of the barrier walls

surrounding the state highways.

Today I am writing to ask for your support in approving the construction of sound barriers for the outer loop off 1-495 between Bradley and River Road. Due to the fact that there is an unusually wide merging area for the River Road exit, this part of the beltway is 6 lanes wide for most of the stretch and thus creates a constant loud rost, at the volume of hard rushing water. There are certain windows of my house that must remain closed due to the fact that they face the highway, and the noise is loud enough to disturb any type of conversation or television viewing never mind attempts at quiet reflection.

I even have first hand knowledge of how successful the barriers are! When the noise abatement walls were built where my parents live (off Greentree Road and 495, approximately 2 miles away), we immediately noticed a tremendous reduction in the noise coming from the highway. Night time was quiet time all over again!

Please support the project, we will be very grateful.

Miller

Ralph and Wendy Miller

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### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 50028

ReceiveDate: 1/29/1998 Assign Date: 1/23/1998 2/12/1998 Deadline Date:

Name:

Ralph Miller

9004 Quintana Drive Bethesda, MD 20817 RECEIVED

1914 SECRETARY

Description: Supports funding for noise barriers in the Capital Improvement SOUND BARRIER REQUES Budget for FY 98. Subject:

DBAM Agency:

COS - M Riddick Unit:

## RE-DIRECT INFORMATION

If the response to this correspondence should be handled by enother agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

080	
Re-Directed to:	V1001
Ke-Directed to .	2
	<i>(</i> 1)
Date :	



123

PARRIS N. GLENDENING GOVERNOR

Annapolis Office State House 100 State Cificle Annapolis, Maryland 21401 (410) 974-3901

Washington office Suite 311 444 North Capitol Street, NW Washington, D.C. 20001 (202) 638-2215

TOD (410) 333-3098

November 13, 1998

Ms. Susan Randall Mitchell 11030 York Road Hunt Valley MD 21080-2098

Dear Ms. Mitchell:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

Elevele

Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

MITCHL BILL

Ms. Susan Randall Mitchell Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration
Ms. Sherry Varner, Correspondence Team, Maryland Department of
Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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## Maryland Department of Transportation

The Secretary's Office

Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

Parris N. Glendening

June 25, 1998

Ms. Susan Randall Mitchell 11030 York Road Hunt Valley MD 21080-2098

Dear Ms. Mitchell:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

We have received letters from a number of people in the community with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to questions raised. We are currently gathering information to respond to your requests. A response will be forwarded to you within the next several weeks.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely.

David L. Winstead

Secretary

MACHUBZ. an

The Honorable F. Vernon Boozer, Member, Senate of Maryland CC: The Honorable A. Wade Kach, Member, Maryland House of Delegates The Honorable Martha S. Klima, Member, Maryland House of Delegates Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_

865-1000

Ms. Susan Randall Mitchell Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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#### Maryland Department of Transportation State Highway Administration

227

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

March 16, 1998

NOT IN DATABASC

Ms. Cindy Mohler 20 English Elm Court Baltimore MD 21228

Dear Ms. Mohler

Thank your for your recent request for information relating to "Noise Pollution". A copy of the State Highway Administration's (SHA) Sound Barrier Community Resource Guide, our noise policy and the Highway Traffic Noise brochure from the Federal Highway Administration are enclosed for your information. I have also enclosed a fact sheet on vegetation and highway noise in addition to a sheet detailing the effects of traffic volume changes on noise levels.

Thank you again for your interest. If you should need any additional information, please do not hesitate to contact me or Mr. James Hade SHA's Team Leader for Noise Abatement, who may be reached at (410) 545-8599 or 1-800-446-5962.

Sincerely.

Philip

Noise Abatement Team

Enclosure

cc: Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

My telephone number is

Ms. Cindy Mohler Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway

Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #NA

OEDNAT: #NA

Drafted by: Philip Troll, OED/LAD/NAT -- March 16, 1998

N:\OED\NOISE\CORRESP\1998\MOHLER01.DOC

From:

To:

្សim Hade

PTroll

Date:

March 9, 1998 (Monday) 11:35am

Subject:

Citizen request for general information

Philip

I recieved a request for "noise pollution" information from a nursing student doing a community report. She would like to have a copy of our community resource guide and the blue FHWA noise pamphlet.

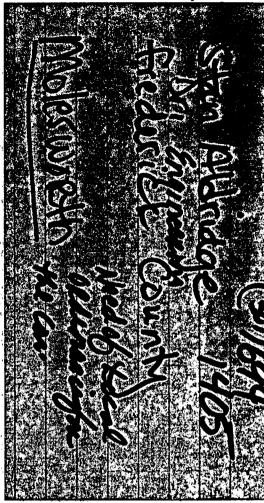
Please send her this information in the next day or two. Cindy Mohler 20 English Elm Ct. Baltimore MD 21228

Thanks Jim 224

Notesword

230

Robby Fisher



1631 2

80/09/ 1891



October 28 1998

231

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET. N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Ms. Ann Moore 8709 Valleyfield Road Lutherville MD 21093

Dear Ms. Moore:

cc:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

ni N. Glenole

Governor

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The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Ann Moore Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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#1617

Parris N. Glendening
Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

April 15, 1998

Ms. Ann Moore 8709 Valleyfield Road Lutherville MD 21093

Dear Ms. Moore:

cc:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

The Longford North Community was part of a recent review of a number of communities to determine if they met the revised requirements of the State's Sound Barrier Policy. In addition to meeting other criteria which are designed to ensure State funded barriers are provided in the most equitable manner possible, a community must predate the system opening of the original highway. For I-83 we hold 1962 as the system opening date. Unfortunately, the Longford North Community predates, the highway and consequently does prot-meet-this criterion and is ineligible for a State funded barrier.

Thank you again for your interest in the State's Sound Barrier Program. I regret that we cannot provide you with a more positive response to your inquiry. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000 TTY For the Deaf: (410) 865-1342 Ms. Ann Moore Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant for Community Relations, Office of Environmental Design, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #8167

Serial: #8167 OEDNAT: #1617

Drafted by: Philip Troll, OED/LAD/NAT -- April 3, 1998

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235

Governor Parris Glendening State House 100 State Circle Annapolis, Maryland 21401 March 23, 1998

## Dear Governor Glendening.

I am a resident of Longford North, a community consisting of 200 homes in the Lutherville section of Baltimore County. Longford North lines Interstate 83 just north of the Baltimore Beltway 695.

I am writing to you on behalf of myself, my family, and my community who suffer from the tremendous noise produced by Interstate 83 from which we are not protected. The roar at times is deafening due to the immense volume of truck traffic. The State Highway Administration has been called in many times to take noise level readings. Each time they have verified that the levels far exceed the acceptable. To add insult to injury, Longford North has been overlooked with regards to sound injury. Communities just to our north as well as those to our south are protected by barriers or are in the process.

I am therefore, Governor, asking you to make an allowance in the State budget for the construction of a sound barrier for our community. Please put a stop to the discrimination and allow Longford North the same quality of life as our neighbors.

Thank you Man & Moore Sincerely yours, Sincerely yours, for the chiedren of our Michon hood as well as all of the fifther has been hood as well as all of the fifther him we man be the formal and the first hand to be the individual to the last individual tof the last individual to the last individual to the last individu

#### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID:

55698

ReceiveDate:

04/08/1998

Assign Date:03/23/1998

Deadline Date:

04/22/1998

Name:

Ms. Ann Moore

8709 Valleyfield Road

Lutherville, MD 21093

RECEIVED

APR 10 1998

DEPARTMENT OF TRANSPORTATION

Subject: NOISE BARRIERS

Description:

Request noise barriers for neighborhoods.

Agency: MDOT

UNIT: DSI

## RE-DIRECT INFORMATION

If the response to this correspondence should be handled by another agency, please complete the following information and forward the completed form and the correspondence to the proper agency. Also, copy the completed form and send the copy to the unit indicated above.

Re-Directed to:	 	 
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Date:



# Maryland Department of Transportation The Secretary's Office

237

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

June 29, 1998

Ms. Joan S. Morin 140 Riverview Avenue Annapolis MD 21401

Dear Ms. Morin:

NOT IN DAYBLIC

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of statewide sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

MORINJ \$1 for

cc:

The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip D. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia P. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: 410-865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

Ms. Joan S. Morin Page Two

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## Maryland Department of Transportation

The Secretary's Office



Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

May 26, 1998

Mr. Richard A. Morin President Trollhaven Homeowners Association, Inc. 140 Riverview Avenue Annapolis MD 21401

Dear Mr. Morin:

Thank you for your recent letter to Governor Glendening regarding reallocation of funding for the sound barrier planned for the Riverview community along US 50, between Rowe Boulevard (MD 70) and the Severn River Bridge. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future developments from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. The great number of sound barrier needs in the State, however, exceed our ability to fund them all at once. Although our current Consolidated Transportation Program (CTP) allocates all funds available for sound barriers for Fiscal Years 1998-2003 to projects on which prior commitments had been made, we will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

During the planning of the US 50/301 improvements, an environmental evaluation was conducted to determine if the adjacent communities would be impacted by noise from the proposed improvements. The Winchester Heights community, like your own community, had been included in the 1980-1981 environmental documents as being recommended for further evaluation for barriers when the proposed improvements approached the final design stage. We looked at two basic issues in making a determination of noise impacts. The first was whether noise levels would exceed 67 decibels (dBA) and the second was whether there would be a significant change in the noise levels over those, which would exist if we did not construct the improvements. We defined a significant change as being equal to or greater than 5 dBA increase. Although the analysis showed that the residences on Riverview Avenue would experience future year 2010 noise levels in excess of the 67 dBA impact threshold, there would only be an increase of 2 dBA as a result of the highway improvements. A further analysis at that time indicated that the \$40,000 cost per residence limit would have been exceeded and barriers were not built.

When the improvements for the East side of the Severn River were constructed, the policy had changed to allow the measure of significant change to be reduced to 3 dBA, as well as a greater cost per residence allowance of \$50,000. The Winchester Heights community was then found to have met all of the criteria, and the barriers were constructed with the improvements. The revision of the cost per residence criterion has since allowed Riverview to qualify for our Type II or retrofit program barrier.

Mr. Richard A. Morin Page Two

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest, which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Richard A. Morin Page Three

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #8918

**Serial #8918** 

**OEDNAT: #1639** 

Drafted by: Philip Troll, OED/LAD/NAT -- May 20, 1998

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#### Trollhaven Homeowners Association, Inc 140 Riverview Ave Annapolis MD 21401

242

5 May 1998

Governer Parris N. Giendening State House Annapolis MD 21401

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Dear Governer Glendening:

You are taking credit for achieving funding for projects of importance to the citizens of Maryland. But, one project that does not have your support-according to recent news- is noise walls for our community; part of the 7/10th of a mile corridor from Rowe Boulevard to the Severn River Bridge.

Our community, not a development, existed long before Route 50 was first widened and enlarged. We have long suffered from Route 50 traffic, which increases in volume and intensity and with noise levels that continue to rise. Meanwhile, the official state disdain for our predicament continues and our health continues to be debilitated by harmful noise levels.

Your reported position on noise walls for our community is especially disturbing because our situation is not only a health issue but also a moral issue - an injustice to our community must be made right. Nearly all of our homes have been here for many decades, even some that were moved here in the early 1950s when Route 50 was first expanded. A move deemed necessary by State officials in order to protect them from the vicissitudes of Route 50 expansion. Thus began the problem for our community one exacerbated when funds for our noise walls-planned and included in the 1981 Route 50 expansion-were not spent on noise walls. Although plans clearly show that the noise walls were included in the project, they were never built!

In 1995 citizens met with your officials in an effort to determine what steps were needed to include us in present state highway administration programs. Although we worked through and met these requirements, we were then told that state policy had changed and again we were sent to the end of the line; this time to urge our county to pass state mandated legislature associated with the noise wall problem; this requirement too has been met.

Our citizens believe that we have been misled and misused for years. Further evidence of these perceptions is the fact that the nearby Winchester Community, without seeking redress, were provided noise walls by the state as a matter of "fairness" and it is clear that communities in Prince Georges County, developments much newer than ours, are getting their noise walls.

We believe that we have more than done our part, that the state has failed to treat us fairly and that it is time for you to rectify both this serious health issue and correct the injustice to us. Now, only your direct action participation can correct this serious situation. The Trollhaven Homeowners Association requests that you reallocate present funding and direct the State Highway Administration to revise their program so as include plans for Noise Walls for the Route 50 area adjacent to our community in the present program.

We also request that you inform us of what action you intend to take in this matter.

Yours sincerely

Ibeland Q. Moren Richard A. Morin

243

# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

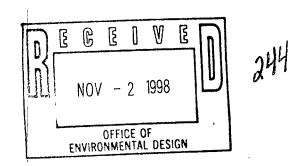
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TO SHERRY VARNER MINDOU MS-255

October 28, 1998

David L. Winstead Secretary, Department of Transportation P.O. Box 8755 BWI Airport, MD 21240

Re: Longford North Sound Barriers



Dear Secretary Winstead,

I am writing to thank you for your decision to fund the construction of sound barriers on the Longford North corridor of I-83. I know that this was a long standing issue and I wanted to convey my appreciation for your decision and that of the Governor. These sound barriers will certainly make Longford North a better place to live.

I also know that this decision was made with substantial work and recommendations from your staff. I appreciate the efforts of Parker Williams and Charlie Adams. I am also grateful to Mr. Adams' staff who were diligent in collecting the necessary materials and very helpful and knowledgeable in answering my questions. I am forwarding a copy of this letter to him, in hopes that he will share my thanks with those staff as well.

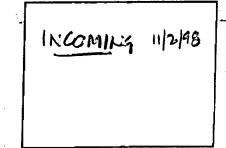
I know that this is only the first step in scheduling construction but it was certainly the most crucial. I look forward to working with you and your staff and coordinating efforts with Baltimore County in order to make these barriers a reality. I will be contacting Mr. Williams office to schedule a meeting to discuss those next steps and ways in which we can work together.

Thank you again for your time and assistance. We appreciate this excellent and thoughtful decision.

Sincerely,

Mindy Morrell 8506 Tallwood Road Lutherville, MD 21093 410-825-2414

cc: Parker Williams
Charlie Adams







October 28, 1998

PARRIS N. GLENDENING **GOVERNOR** 

ANNAPOLIS OFFICE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. (202) 638-2215

TDD (410) 333-3098

Ms. Mindy A. Morrell 8506 Tallwood Road

Lutherville MD 21093

Dear Ms. Morrell:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

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Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

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Ms. Mindy A. Morrell Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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Ms. Mindy A. Morrell 8506 Tallwood Road Lutherville MD 21093

Dear Ms. Morrell:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83 in Baltimore County. The Governor has asked me to reply on his behalf.

Your letter outlined five areas of concern. I would like to respond to these in the order in which they were presented in your letter.

#### Current Status of Interpretation of Law and Regulation

The Federal Highway Administration (FHWA) Noise Policy requires that each state develop a noise policy that meets the Federal requirements for the analysis and mitigation of highway noise. We have revised our State Sound Barrier Policy to be in compliance with Federal requirements. You and other residents of Longford North have expressed the feeling that Longford North should have been considered under the Type I provisions of the FHWA policy.

When new highway capacity improvements are planned (Type I under Federal guidance), states are required to perform a technical noise analysis as a part of the environmental documentation required under FHWA's National Environmental Policy Act (NEPA) guidelines. In your letter, you indicated that Type I projects require mandatory installation of sound barriers. For Type I projects, we are required to evaluate the noise impact that would result from proposed highway expansion and to determine if sound barriers are reasonable and feasible. The basis for the determination of reasonableness and feasibility are the criteria contained in our Sound Barrier Policy which was recently approved by FHWA. If it is determined that a barrier or barriers are both reasonable and feasible, then they are included with the highway construction. There are often instances where a determination is made that barriers are not reasonable and/or feasible and they are not built.

The issue that exists with the expansion of I-83 is the date when the expansion occurred in relationship to the development of Longford North and the issuance of FHWA guidance for the evaluation of highway noise impacts. When I-83 was originally built, the Longford North community did not exist. Our records indicate that the majority of the homes were built in the 1964-65 time frame. Subsequent to the development of Longford North, two additional lanes were added to I-83, one on each of the north and southbound roadways. This work was completed in 1971. Additionally, improvements to the I-83/I-695 interchange were completed in 1972. FHWA's noise guidance document was issued in 1972 as Policy and Procedure Memorandum (PPM) 90-2. In that document, projects for which location approval had been given prior to July 1, 1972 or design approval prior to July 1, 1974 were not required by FHWA to address the requirements of PPM 90-2. Since the construction of both of the aforementioned improvements to I-83 was completed by 1972, the FHWA requirements do not apply to those projects. In fact, the planning and design for both of those improvements occurred even earlier than the actual construction completion dates. A copy of the language from PPM 90-2 is enclosed for your information. Additionally, the original PPM 90-2 did not have any provisions for Type II sound barriers. This language was not issued until May of 1976.

## Existing Written Promise of Sound Barriers from the Department

We acknowledge that the letter you mention was sent to residents of Longford North in 1984 indicating that a sound barrier would be built. This was later clarified in a subsequent letter in 1989, indicating that the community was not eligible for a barrier under our Type II program because the homes post-dated the construction of I-83. We certainly regret that this has occurred but cannot pursue a sound barrier under our Type II program component where the homes came after the highway. A copy of the 1989 letter is also enclosed for your information.

## Agreement to Sound Barriers on the East Side of the same One mile Stretch of I-83

A re-evaluation of the Morris Avenue area located on the opposite side of I-83 from Longford North was recently completed by the State Highway Administration. This analysis determined that the technical criteria for a sound barrier are all met for this area. This is not a commitment to construct a barrier. Before State funding for a project is considered, it will be necessary for Baltimore County to establish a local noise ordinance that meets State requirements to address the control of noise in new residential development proposed adjacent to State highways. Also, the County will need to commit to funding 20% of the barrier cost. Once these two elements are in place the State will determine when funds may be available for the design and construction of the barrier. I do understand your point about building a barrier for the Morris Avenue area but it is also a

Ms. Mindy A. Morrell Page Three

fairness issue to build a barrier in an area that does not meet the basic date of eligibility criterion when there are numerous other communities in Maryland that came after the highway and are not eligible for barriers.

## Current Status of My Request for a Meeting with the Department

I understand that you did meet with Mr. Adams on August 13 to discuss your concerns. It was unfortunate that the original meeting had to be rescheduled but the need was unforeseen. We hope that you understand and will accept our apology for the delay.

#### Ability for Non-Precedent Setting Decision

Again, you points are understood, but we cannot approve a sound barrier where our established criteria are not met. This is particularly true when the issue is the failure to meet the eligibility date criterion. The points on cost savings and the fact that other communities near Longford North have or may have barriers in the future cannot be the justification for a barrier for Longford North. Also, we do not share your feeling that there was a past error in the application of the law regarding Longford North.

The request that you have made to have a commitment to construct a sound barrier for Longford North cannot be granted. I want to thank you again for taking the time to bring your concerns to our attention and ask that if you have additional questions to please contact Mr. Charles B. Adams at the State Highway Administration. Mr. Adams can be reached at 410-545-8640 or toll free at 1-800-446-5962

Sincerely,

David L. Winstead Secretary

#### Enclosure

The Honorable Paula Colodny Hollinger, Member Senate of Maryland
The Honorable Michael J. Finifter, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration



bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway

Administration

Ms. Linda Strozyk, Assistant Attorney General, Office of Counsel, State Highway Administration

Mr. David Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial: #9331

Drafted by: F:\CORRESP\1998\DRAFTS\MORR933| PNG

## THE SECRETARY'S OFFICE MUOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

		LOG DATE: 08/	14/98 /slv	SERIAL#: 933
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#### Fransmittal 279 90-2

February 8, 1973

#### NOISE STANDARDS AND PROCEDURES

POLICY AND PROCEDURE MEMORANDUM

Par. 1. Purpose

2. Authority

3. Noise Standards

Applicability 4.

5. Procedures

Appendix A - Definitions Appendix B - Noise Standards

#### PURPOSE

To provide noise standards and procedures for use by State highway agencies and the Federal Highway Administration (FHWA) in the planning and design of highways approved pursuant to Title 23, United States Code, and to assure that measures are taken in the overall public interest to achieve highway noise levels that are compatible with different land uses; with due consideration also given to other social, economic and environmental effects.

#### 2. AUTHORITY

Sections 109(h) and (i), Title 23, United States Code, state that guidelines shall be promulgated "to assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following: (1) air, noise, and water pollution; . . . " and that "The Secretary, after consultation with appropriate Federal, State, and local officials, shall develop and promulgate standards for highway noise levels compatible with different land uses and after July 1, 1972, shall not approve plans and specifications for any proposed project on any Federal-aid system for which location approval has not yet been secured unless he determines that such plans and specifications include adequate measures to implement the appropriate noise level standards.

#### 3. NOISE STANDARDS

- Noise standards are appended as Appendix B. Federal Highway Administration encourages application of the noise standards at the earliest appropriate stage in the project development process.
- There may be sections of highways where it would be impossible or impracticable to apply noise abatement measures. This could occur where abatement measures would not be feasible or effective due to physical conditions, where the costs of abatement measures are high in relation to the benefits achieved, or where the measures required to abate the noise condition conflict with other important values, such as desirable esthetic quality, important ecological conditions, highway safety, or air quality. In these situations, highway agencies should weigh the anticipated noise impacts together with other effects against the need for and the scope of the project in accordance with other FHWA directives (PPM's 20-8, 90-1, and 90-4).

#### APPLICABILITY

In order to be eligible for Federal-aid participation, all projects to which the noise standards apply shall include noise abatement measures to obtain the design noise levels in these standards unless exceptions have been approved as provided herein.

- Projects to which noise standards apply. The noise standards apply to all highway projects planned or constructed pursuant to Title 23, United States Code, except projects unrelated to increased traffic noise levels, such as lighting, signing, landscaping, safety and bridge replacement. Pavement overlays or pavement reconstruction can be considered as falling within this category unless the new pavement is of a type which produces more noise than the type replaced.
- b. Approvals to Which Compliance with Noise Standards Is Prerequisite
- (1) Projects for which location was approved prior to July 1, 1972: Compliance



# Maryland Department of Transportation State Highway Administration



Richard H. Trainor Secretary Hal Kassoff Administrator

September 29, 1989

Mr. Jeffrey M. Szymanski 8701 Valleyfield Road Lutherville, Maryland 21093

Dear Mr. Szymanski:

Thank you for your recent letter about the Longford North community adjacent to I-83.

As you requested, I have enclosed a copy of Maryland's noise policy, which was adopted in April, 1987. The State Highway Administration found it necessary to develop a formal policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway clearly created the problem.

The area from Thornton Road (adjacent to I-695) to north of Seminary Avenue was identified as a potential candidate for noise barriers and listed on the State Highway Administration's Noise Abatement Program. As a candidate, each community is evaluated to determine if it meets the criteria established under the policy.

A final determination of barrier limits is made when the design of the project begins. The initiation of this project occurred in March, 1988. During the evaluation of this project, it was discovered that the Longford North community failed to meet the date of construction criterion because the first houses postdate the completion of I-83 by almost two years.

Design studies are currently continuing on the remaining portions of the project area. The scheduling of noise projects is always predicated on the availability of Federal Highway Administration I-4R funds. These funds also cover all interstate rehabilitation work, including road resurfacing, bridge repairs and safety improvements. At the present time, funds are not available for construction of this project. Therefore, I cannot give you a timetable for its implementation.

My telephone	number is (301)		_
Talak			

In answer to your third question, the following is a list of remaining candidate noise abatement project areas which are currently in the program:

	1-695	Southwest Boulevard to Wilkins Avenue
	1-695	Baltimore/Washington Baltimore
	1-695	Baltimore/Washington Parkway to Hammonds Ferry Road York Road to Dulaney Valley Road
	1-83/1-695	Thornton Road to Seminary Avenue
	1-695	Charles Street to York Road
'	1-695	US 40 to 1-70
	1-95	
	1-95	Baltimore/Washington Parkway to Goodluck Road South of Montgomery Road
	1-95	MD 198 to Brookly Barrier
	1-95	MD 198 to Brooklyn Bridge Road Baltimore City Line 45
	1-95	Baltimore City Line to south of Hazelwood Avenue Southwest Boulevard to Metropolitan Boulevard

I trust this information adequately answers the questions you raised. Please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if you have any questions. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

Hal Kassoff Administrator

HK/t

Enclosure

cc: Mr. Charles B. Adams

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August 10, 198

The Honorable Panis Glandening Governor State House Arnapolis, MID 21401

Re: Sound Berniers: Longford North

Dear Covernor Glesdesing.

Homes built before 1/1/24
Location Approval prior to 1/1/14

As you know, our neighborhood has been trying to restify a mistake that was made that excluded our community from installation of sound barriers. Virtually all of the 200 households in our small neighborhood have written letters and signed partitions or in some way asked for barriers to be constructed on this one mile stretch of I-83. After being given the opportunity to review the documents this weak that I requested from the Department in April, I am asking for your help.

Current Statue of Interpretation of Law and Regulation
All state and federal laws and regulations that I have reviewed refer to the date of building or madification of a highway as the date to be used to compare to the date that the houses were constructed to classify an area as Type I or Type II. Type I projects require mandatory installation of sound barriers; Type II are optional.

The State Highway Administration continues to use the date of the completion of the 2 lane highway on I-83 as the operative date (1962) as the date of determination, rather than the date of significant modification of the highway by adding lanes in the 1970s or 80s. Clearly this modification occurred after the houses existed and should qualify the stratch for Type I required between. Despite my outlining this point at the community meeting in June and in letters since April, the Administration has not provided me with the requested legal cite supporting their failure to consider the modification date. (I have enclosed copies of my prior correspondence for your information.)

Existing Written Promise of Sound Enries from the Department
Through my review of the documents, sound berries were premised in writing to residents in
1984, and they were promised to be scheduled for a contract in 1988. They were told that they
would be notified to a meeting to comment on the noise barrier design. Noise levels met the
standards for installation of the barriers. Cost studies were done and the costs were well within
the required levels under state policy. Long time neighborhood residents confirm that sound
beariess were promised. However, as follow up apparently occurred.

Re good /effect

Agreement to Sound Berriers on the Rest Side of the sense 1 mile Stretch of I-SI. The state has recently agreed to construct sound berriers on the Morris Avenue side of the 1 mile excitch of I-SI in question. It makes no sense at all to put the berriers on one side of the highway and not on the Longford North side, especially on a one mile stretch. The Longford North residents will have to control the construction noise, the increased reverberation off of the new sound barriers, as well at the existing highways noise, while the houses on the east side receive protection. The sress to the north, south and east of this one mile stretch will be covered and the new construction costs will be occurring right at our decretep. There is a matter of fundamental fairness and logic at tasks.

Current Statue of My Request for a Meeting with the Department

Charlie Adams of the State Highway Administration agreed to meet with me on Fridey August 7. When I enrived, his secretary told me he would be 8 hour late. Later, he enrived to tell me that he was in a meeting with his boss, would not be available that afternoon, and would have to reschedule. He rescheduled the meeting for next week.

Ability for Non-Precedent Setting Decision'

According to numerous sources, the state is concerned that providing our neighborhood with sound barriers will open the flood gates to other neighborhoods. There are many reasons why this project is different and should be scheduled immediately.

- 1. Residents were promised sound barriers in writing.
- 2. The areas immediately north, south and now east of this 1 mile stretch are protested. Leaving this 1 mile area uncovered on 1 side makes no sense.
- 3. The cost, if done in conjunction with the plenned expansion, will be minimal compared to other projects.
- 4. A decision to provide the barriers rectifies a past error in application of the law.

For these reasons, I am again asking your help in obtaining an immediate commitment from the State Highway Administration and Department of Transportation to build sound barriers on the west side of I-83 for one mile to protect the Longford North-heighborhood.

I look forward to working with your

Sincerely, M. 1 M. M. Sell Mindyla. Marrell 8506 Tellwood Rood Lutherville, MD 21093 410-825-2414

cc: David Winstead, Scoretary Department of Transportation
Ron Bowers, President Longford North Community Association

257

July 16, 1998

David Winstead Secretary Maryland Dopanicaent of Transportation P.O. Box 8755 Baldmore/Weshington International Airport, MD 21240

Re: Sound Barriers on I-53/Seminery Avenue to Timonium Road,

Dear Socretary Whitead.

I have not yet received a response to my public luformation request of April 30, 1998 (See enclosed). Although I received a letter from you dated bley 16 stading the information would be available in two weeks, and your subsequent letter dated June 19, seeing that a response would be forwarded in two weeks, I have received no information.

I did atmed the June 8 community meeting where a representative from the Department collected community questions and have also read the articles in The Sun. All of the additional information further convinces me that the barriers should be built in the neighborhood and that now is the time to rectify this situation.

According to the brochures your agency distributed at the community meeting, as well as according to federal regulations, the neighborhood meets the Type I classification and is entitled to the required cound betriers. The houses existed prior to the increase in the number of through lane traffic lanes (significant highway improvements) and the sound level meets the decibel requirement.

The Department maintains that there is an additional requirement that the neighborhood does not meet, but hasn't provided the legal source. The representative from the Department at the June 8 community meeting referred to a policy but could not provide a reference. I specifically saked for the source of the Department's contention that other legal requirements exist that would deny our neighborhood's eligibility for sound barriers. The representative noted the question and said that answers would be forthcoming. The June 19 letter promised the information within two weeks. Again, I haven't heard enything.

Therefore, I'm again requesting that the Department comply with my April 30 public information request. I would appreciate a phone call within the next week, letting me know when and where I can review the decuments. At the same time, I would like to according to meet with you about this issue.

In paration for the meeting, I thought it would be helpful to share the following thoughts.

- All existing information I have seen indicates the the one mile strip in question meets the federal requirements for sound barriers as a Type I Program. If there is other rationale or documentation that the Department relies upon to classify the area as a Type II Program, or to otherwise deny the barriers, I would like to have a chance to review it.
- The Department representative referred to a state policy that is more restrictive than the federal law, and that the Department relied upon to deny the neighborhood eligibility for Type I sound bestriers. I haven't seen this policy but, if it exists, it meets the definition of a "regulation" under state law. MD CODE ANN. STATE-GOV. §10-101. Since it has not been properly promulgated

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into state regulations, with public notice sed apportunity for comment as required by the Administrative Procedure Act, it cannot carry the force and effect of law.

- Even if the state policy exicts and complies with the Administrative Procedure Act by promulgation as regulation, it is my understanding that state regulation earnet be more restrictive than federal law, without federal approval, if the state receives federal funding for its highway projects. It would be helpful to know if the Department has received federal approval for the state policies in question, or if I am microban about this interpretation.
- Even if a policy existed, was valid and did not conflict with federal law, there is disagreement between longstanding residents in the neighborhood and the Department representative about the dates of the neighborhood and highway construction and modifications. The neighborhood maintains that it qualifies for the barriers based on the modification detes, as did other neighborhoods in the adjacent I-83 and 695 areas. I am completely confused about when the Department maintains significant events occurred and which regulations it maintains that those events pre-date. Throughout the longstanding correspondence with community residents, as well as during the June 6 meeting, the rationale for denying the barriers and the dates in question seem to change. To help clarify this, I would very much appreciate the written information I requested about the events and dates the Department is relying upon, as well as an explanation of which regulations the Department maintains are applicable or pre- or post-date the neighborhood and highway modification.
- All of the elected efficials who attended and spoke at the meeting agreed that constructing the beariers was the right thing to do. They confirmed that residents had been promised the beariers and that the residents relied on these promises: (I have a copy of a 1984 letter to a resident from the Department stating "Your community has been recognized as a noise abstenient project area and is scheduled for an abstenient contrast in 1988.") The elected officials pledged their support to assist the neighborhood in obtaining the sound berriers. As I mentioned in my April letter, this is a one mile stretch of highway, with barriers constructed or slated for the secas both and north and south of it. It is the logical, ethical and, with the existing information, apparently the legal conclusion, that extending the barriers to this neighborhood is the right thing to do.

I look forward to hearing from your office. If I am not home, please leave a message and I will promptly return your call. Thank you for your assistance and I look forward to meeting with you soon. I remain optimistic that this issue can be resolved in the near fixure.

Sincerely,

Mindy Morrell 8506 Tallwood Road Lumervills, MD 21093 410-825-2414

ce: Ron Bowers, President Longford North Improvement Association
Governor Parris Glendening
Delegate Michael Finifies
Delegate Robert Frank
Senator Puula Hollinger
Delegate Dan Mechaim

April 30, 1998

Devid L. Windsed Secretary Maryland Department of Transposition P.O. Box 8755 Baltimore/Weshington International Airport, MD 21240

Re: Sound Berriers on I-83/Seminary Avenue to Timonium Rock

Deer Secretary Windred,

I am writing to eak your help in correcting a situation that I understand has been under discussion for some time. However, it appears that this is a perfect time for resolution and that the resolution should be clear.

For many years, the residents of Longford North, a small development located to the west of I-63 have maintained that they are entitled to sound barriers. After reading the correspondence and the law and regulations, I believe they are correct. I will outline the rationale below.

However before doing that, I want to point out that making an immediate decision to comply with federal law and install the sound barriers in this one salls area could save the state significant time and money. Adding this project to the current construction on the believey and on I-83 (adjacent to the Longford North uses) would allow the state to maximize its resources by modifying the current project rather than designing a new proposal, requiring additional federal and state approval. I understand that is what occurred in 1997 with the addition of the barriers in the Village Green area and construction began a year later and is now almost complete. By addressing the Longford North situation now, construction could be tagged on to the existing project and could be completed in the same expedited time frames.

THE AREA QUALIVIES FOR SOUND BARPIERS AS A TYPE I PROJECT AND HAS MISTAKYNLY BEEN OVERLOOKED FOR CONSTRUCTION.

The Neighborhood was Mistakenly Classified a Type I Program. Rather than a Type I Program as required by J. W.

I understand that the state has defined a Type II Program as applying to existing highways, while a Type I Project is applied for new construction or reconstruction projects. However, this fails to incorporate the federal regulation, interpreting a Type I Project as including "the physical alternation of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes." 23 CFR §772.5(h). Although the highway predated the homes in the area, the highway was built as a two lane highway in each

direction. Years after the construction of the hornes, the highway was significantly elected, increasing 1-63 from two iones to three to four lanes in each direction (Imercasing the number of through treffic lanes) in the Longford North ries, meeting the definition of a Type I Project.

The Noise Level in the Neighborhood has been Deemed to Meet the Standard for Installmion of Sound Review.

Through the correspondence, there appears to be no controversy in the correspondence that the Longford North area meets the decibel requirement for the lustellation of sound barriers.

Therefore the Longford North area located on K-83 between Timopium Road and Selvinary Boad qualifies on a Type I Program and abould be impressed white lated for Several Darriers.

Logically, this argument follows as well. There is no reason that baxiers abould be installed both north and south of this small mile long rection, leaving this neighborhood in its isolated noise level.

I am also making a public information request by way of this letter.

I would appreciate any opportunity to review any and all correspondence, memos, phone conversations, policies, logs, plans, or any other documents or material related to the installation of sound barriers along I-63 between Sem'nary and Timonium Roads that may exist within state government, wherever situated. I would be happy to come to your office or to a convenient location to review these documents. Please let me know in advance if there is any charge involved in this review. Since I am writing as a private individual, I do not have funds to pay for extensive copying and ask that any fees he waived.

Thank you for your prompt response. As a new resident of the Longford North community, I know this community's many strong attributes and hard working residents. I am anxious to work with you to preserve this outstanding first ring suburb. Please feel free to contact me with any questions and I look forward to your response.

Sincerely,

Mindy A. Morrell 6506 Tallwood Road Lutherville, MD 21093 410-825-2414

cz: Ron Bowess, President Longford North Improvement Association
Governor Petris Glendening
Servitor Berbara Mikulaki
Delegata Michael Finificr
Delegata Robert Frank
Senator Paula Hollinger
Delegata Dan Morbaim

X-Mailer: Novell Oroupwise 4.1

Date: Thu, 13 Aug 1998 15:02:35 -0400 From: "CGMD.AFI.corrow" < dorrowGrov.state.md.us>

To: winstead@clark.not

Subject: Gov. Corr. - Norrell - Letter ID 63619

es High Priority at

#### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please Corvered the response, the original letter and may back-up to the unit indicated below. Also, if there are any questiens as to how to respond, please call the unit listed below.

> LID: 63619

Receive Date: 00/13/1990

Letter Date: 08/10/1998 Deadline Dage:

00/27/1998

ner: Me. Miney A. Morrell

8506 Tallwood Rd. Lutherivlle, MD 21093

Subject: NOISE BARRIERS

Description: Requests noise barriers for neighborhood [area]

Agency: MOOT

UNIT: DSI

Attachment Converted: "C:\EUDORA95\Attach\Letteg372.pdf"

Attachizent Converted: "C:\RUDORA96\Attach\Response404. xtf"

Attachment Converted: "C:\SUDORA95\Attach\Envelope404.Etf"

## POLICY AND PROCEDURE MEMORANDUM

Transmittal 279

90 - 2

February 8, 1973

NOISE STANDARDS AND PROCEDURES

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Par. 1. Purpose

2. Authority

3. Noise Standards

4. Applicability

5. Procedures

Appendix A - Definitions Appendix B - Noise Standards

#### 1. PURPOSE

To provide noise standards and procedures for use by State highway agencies and the Federal Highway Administration (FHWA) in the planning and design of highways approved pursuant to Title 23, United States Code, and to assure that measures are taken in the overall public interest to achieve highway noise levels that are compatible with different land uses, with due consideration also given to other social, economic and environmental effects.

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- a. Noise standards are appended as Appendix B. Federal Highway Administration encourages application of the noise standards at the earliest appropriate stage in the project development process.
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#### 4. APPLICABILITY

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- a. Projects to which noise standards apply. The noise standards apply to all highway projects planned or constructed pursuant to Title 23, United States Code, except projects unrelated to increased traffic noise levels, such as lighting, signing, land-scaping, safety and bridge replacement. Pavement overlays or pavement reconstruction can be considered as falling within this category unless the new pavement is of a type which produces more noise than the type replaced.
- b. Approvals to Which Compliance with Noise Standards Is Prerequisite
- (1) Projects for which location was approved prior to July 1, 1972: Compliance



# Maryland Department of Transportation State Highway Administration

Richard H. Trainor Secretary Hal Kassoff Administrator

263

September 29, 1989

Mr. Jeffrey M. Szymanski 8701 Valleyfield Road Lutherville, Maryland 21093

Dear Mr. Szymanski:

Thank you for your recent letter about the Longford North community adjacent to I-83.

As you requested, I have enclosed a copy of Maryland's noise policy, which was adopted in April, 1987. The State Highway Administration found it necessary to develop a formal policy because of the great number of potential projects that exist, well beyond any possibility of funding. Since our resources for noise barrier projects are limited, it was necessary to develop a policy to address those areas where the construction of the highway <u>clearly</u> created the problem.

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My telephone number is (301)	
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Mr. Jeffrey M. Szymanski Page Two

In answer to your third question, the following is a list of remaining candidate noise abatement project areas which are currently in the program:

   I-695 I-695 I-695 I-83/1-695	Southwest Boulevard to Wilkins Avenue Baltimore/Washington Parkway to Hammonds Ferry Road York Road to Dulaney Valley Road
	Thornton Road to Seminary Avenue
 1-695	Charles Street to York Road
 1-695	US 40 to 1-70
 1-95	Baltimore/Washington Parkway to Goodluck Road
 1-95	South of Montgomery Road
 1-95	MD 198 to Brooklyn Bridge Road
 1-95	Baltimore City Line to south of Hazelwood Avenue
 1-95	Southwest Boulevard to Metropolitan Boulevard

I trust this information adequately answers the questions you raised. Please contact Mr. Charles B. Adams, Chief of our Landscape Architecture Division, if you have any questions. Mr. Adams may be reached at (301) 333-8063.

Sincerely,

Hal Kassoff Administrator

HK/t

Enclosure

cc: Mr. Charles B. Adams



## Maryland Department of Transportation

The Secretary's Office

Parria N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

June 19, 1998

265

Ms. Mindy A. Morrell 8506 Tallwood Road Lutherville MD 21093

Dear Ms. Morrell:

Thank you for your recent letter regarding a sound barrier for the Longford North community adjacent to I-83. I appreciate this opportunity to update you on the subject of noise abatement for this community.

A number of people in the community have written letters with a variety of questions. At the June 8 public meeting, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the next two weeks.

Thank you again for your interest in our Sound Barrier Program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable F. Vernon Boozer, Member, Senate of Maryland
The Honorable A. Wade Kach, Member, Maryland House of Delegates
The Honorable Martha S. Klima, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)- 865-1000

Toll Free Number 1-858-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 6755, Baitimore/Washington International Airport, Maryland 21240-0755

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Dave J. Malkowski, District 4 Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #11815

Serial: #11815

Drafted by: Philip Troll, OED/LAD/NAT – July 23, 1998 N:\OED\NOISE\CORRESP\1998\MORREL01.DOC



## Maryland Department of Transportation

The Secretary's Office

Parris N. Glendening Governor

David L. Winstead
Secretary

John D. Porcari
Deputy Secretary

May 14, 1998

26]

Ms. Mindy A. Morrell 8506 Tallwood Road Lutherville MD 21093

Dear Ms. Morrell:

Thank you for your recent letters to Governor Glendening and me requesting an explanation of Type I and Type II barriers under the State's Sound Barrier Program as they apply to Longford North. The Governor asked me to respond on his behalf. We appreciate your interest in securing a sound barrier for your community.

Your response requires information from several sources. Mr. Charles Adams, the State Highway Administration's Director of Environmental Design, and his staff are obtaining this information, which should be available in the next two weeks. I will provide this information to you when the data is ready.

Again, thank you for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you have any other questions, please do not hesitate to contact Mr. Adams at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable F. Vernon Boozer, Senate of Maryland

The Honorable A. Wade Kach, Maryland House of Delegates

The Honorable Martha S. Klima, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-\_\_\_\_865-1000

Ms. Morrell Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division State

**Highway Administration** 

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Ms. Natalie Hardy, Special Assistant to the Director of Environmental Design,

State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway

Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation

## Serial #11201

N:\OED\NOISE\CORRESP\1998\MORREL02.DOC

Please Prepare Response For Secretary's RECEIVED

April 30, 1998

//20/ SECRETARY DEPARTMENT OF TRANSPORTATION

David L. Winstead
Secretary
Maryland Department of Transportation
P.O. Box 8755
Baltimore/Washington International Airport, MD 21240

Re: Sound Barriers on I-83/Seminary Avenue to Timonium Road

Dear Secretary Winstead,

I am writing to ask your help in correcting a situation that I understand has been under discussion for some time. However, it appears that this is a perfect time for resolution and that the resolution should be clear.

For many years, the residents of Longford North, a small development located to the west of I-83 have maintained that they are entitled to sound barriers. After reading the correspondence and the law and regulations, I believe they are correct. I will outline the rationale below.

However before doing that, I want to point out that making an immediate decision to comply with federal law and install the sound barriers in this one mile area could save the state significant time and money. Adding this project to the current construction on the beltway and on I-83 (adjacent to the Longford North area) would allow the state to maximize its resources by modifying the current project rather than designing a new proposal, requiring additional federal and state approval. I understand that is what occurred in 1997 with the addition of the barriers in the Village Green area and construction began a year later and is now almost complete. By addressing the Longford North situation now, construction could be tagged on to the existing project and could be completed in the same expedited time frames.

THE AREA QUALIFIES FOR SOUND BARRIERS AS A TYPE I PROJECT AND HAS MISTAKENLY BEEN OVERLOOKED FOR CONSTRUCTION.

The Neighborhood was Mistakenly Classified a Type II Program, Rather than a Type I Program, as required by law.

I understand that the state has defined a Type II Program as applying to existing highways, while a Type I Project is applied for new construction or reconstruction projects. However, this fails to incorporate the federal regulation, interpreting a Type I Project as including "the physical alternation of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes." 23 CFR §772.5(h). Although the highway predated the homes in the area, the highway was built as a two lane highway in each

direction. Years after the construction of the homes, the highway was significantly altered, increasing I-83 from two lanes to three to four lanes in each direction (increasing the number of through traffic lanes) in the Longford North area, meeting the definition of a Type I Project.

The Noise Level in the Neighborhood has been Deemed to Meet the Standard for Installation of Sound Barriers.

Through the correspondence, there appears to be no controversy in the correspondence that the Longford North area meets the decibel requirement for the installation of sound barriers.

Therefore, the Longford North area, located on I-83 between Timonium Road and Seminary Road qualifies as a Type I Program and should be immediately slated for Sound Barriers.

Logically, this argument follows as well. There is no reason that barriers should be installed both north and south of this small mile long section, leaving this neighborhood in its isolated noise level.

I am also making a public information request by way of this letter.

I would appreciate any opportunity to review any and all correspondence, memos, phone conversations, policies, logs, plans, or any other documents or material related to the installation of sound barriers along I-83 between Seminary and Timonium Roads that may exist within state government, wherever situated. I would be happy to come to your office or to a convenient location to review these documents. Please let me know in advance if there is any charge involved in this review. Since I am writing as a private individual, I do not have funds to pay for extensive copying and ask that any fees be waived.

Thank you for your prompt response. As a new resident of the Longford North community, I know this community's many strong attributes and hard working residents. I am anxious to work with you to preserve this outstanding first ring suburb. Please feel free to contact me with any questions and I look forward to your response.

Sincerely,

Mindy A. Morrell 8506 Tallwood Road Lutherville, MD 21093 410-825-2414

cc: Ron Bowers, President Longford North Improvement Association
Governor Parris Glendening
Senator Barbara Mikulski
Delegate Michael Finister
Delegate Robert Frank
Senator Paula Hollinger
Delegate Dan Morhaim



## Maryland Department of Transportation State Highway Administration

271

Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

October 1, 1998

Mr. Rick Morton 2405 Sand Hill Road Ellicott City MD 21042

Dear Mr. Morton:

This is a follow up to our telephone conversation regarding a sound barrier along I-70 for the Sand Hill Acres community. I appreciate the opportunity to explain how the State's Sound Barrier Program applies to your community.

The Sand Hill Acres community was evaluated under our Type II or retrofit program, which involves the consideration of sound barriers for communities that predate the original highway. To be eligible for consideration the following criteria must be met: the community must have been built before the highway; existing noise levels must equal or exceed the impact threshold of 66 decibel (dBA); and an effective barrier must be able to be built for a reasonable cost. In addition, if these technical criteria are met, the County in which the community is located must have a local noise control ordinance to address noise impact upon new development and they must agree to fund 20% of the barrier cost before State funding is considered.

Records indicate that the majority of homes in the Sand Hill Acres community were built between 1976 and 1996. The system opening date for I-70 is 1969. Since the Sand Hill Acres community was built after the highway it does not meet the date criterion and therefore we cannot consider a sound barrier. I have enclosed a copy of the State's Sound Barrier Policy and Community Resource Guide for your information.

My telephone number is \_\_\_\_\_

Thank you again for your interest. I regret that I am unable to offer a positive response. If you should have any other questions on this matter, please do not hesitate to contact Mr. James Hade of our Noise Abatement Team, who may be reached at (410) 545-8599 or 1-800-446-5962.

7 1//

Charles B. Adams

Director

Office of Environmental Design

### Enclosure

cc: The Honorable Christopher J. McCabe, Member, Senate of Maryland

The Honorable Robert L. Flanagan, Member, Maryland House of Delegates The Honorable Robert H. Kittleman, Member, Maryland House of Delegates Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Mr. Robert Fisher, District Engineer, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. John M. Lewis, State Legislative Officer, Maryland Department of

Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial #:

OED Serial#: OED-56 Noise Customer #: 1700

Responding to letter dated: Phone inquiry ~9/24/98~ to CBA

Saved: 09/28/98 10:31 AM by: James D. Hade

N:\OED\NOISE\CORRESP\1998\MORTON01.DOC

274

From:

**Charles Adams** 

To:

**JHade** 

Date:

9/24/98 2:17pm

Subject:

**Sound Barrier Inquiry** 

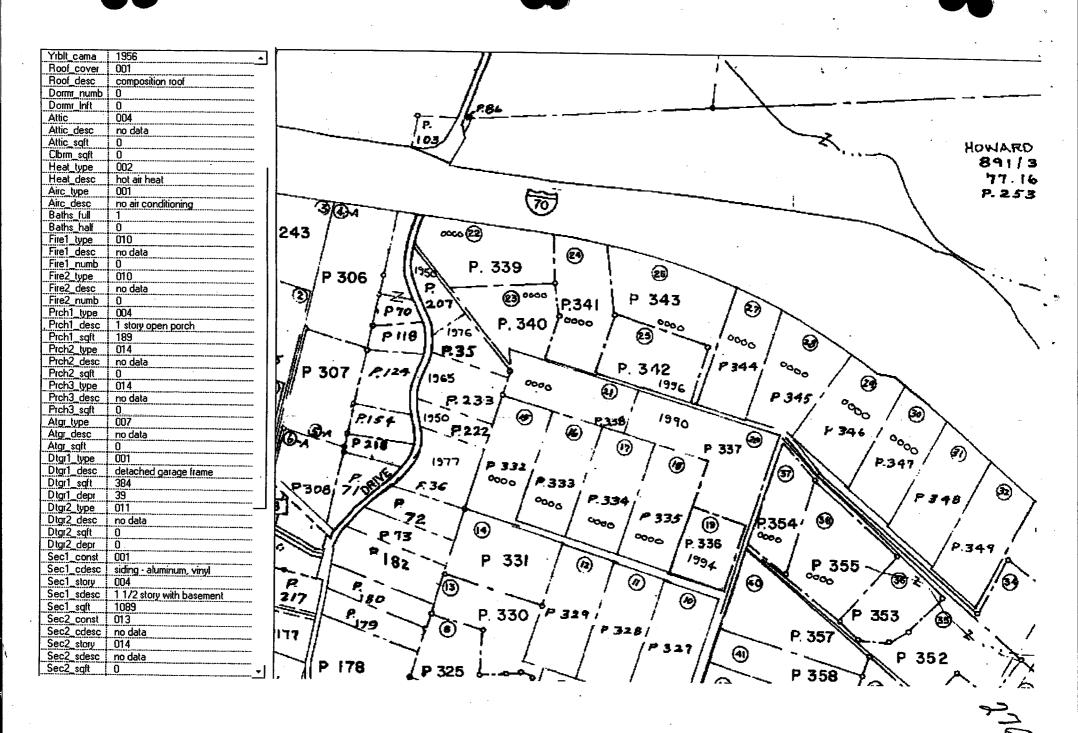
I spoke with a Mr. Rick Morton, who inquired about a sound barrier for his community adjacent to I-70. He lives at 2405 Sand Hill Road in Ellicott City, 21042. Please check to see when the homes in this area were built in relationship to I-70. The area is adjacent to eastbound I-70, east of MD 32. Also, please send him a copy of our policy.

thanks

Charlie

Hwy Date 1969 Community built between 1976 + 1996 His home built in 1996

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OFFICE OF THE	ADMINISTRATOR	FOR ADMINISTRATOR'S OFFICE USE
ORIGINATED BY:	Charles Adams	DATE IN:
CHECK ONE:		RETURNED:
LETTER PHONE CALL FOLLOW UP		APPROVAL: PROOFED:
OTHER  DATE RECEIVED:	9/25/98	FOLLOW-UP DUE:
ADDITIONAL INFOR	RMATION:  Mr Rick M	orton
SUBJECT:	SAND HILL A	cres I-70
REMARKS/COMMENTS:	Som) error	$\sim$
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Prepared by:		Revised by:
Typed by:		Proofed by:
Follow-up due:		
Approved by:		date phone
Senior Manager	's Approval:	

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279

Parris N. Glendening Governor David L. Winstead Secretary

John D. Porcari Deputy Secretary

October 20, 1998

Mr. Glenn E. McAdams Ms. Mary Ann Gordon 171 Williams Drive Annapolis MD 21401

Dear Mr. McAdams and Ms. Gordon:

Thank you for your recent letter regarding a sound barrier for the Admiral Heights community along US 50 in Anne Arundel County Lappreciate the opportunity to explain how the State's Sound Barrier Program applies to your community.

Decisions to approve sound barriers are made under the State's Sound Barrier Policy. There are two circumstances in which a community may qualify for a barrier. The first occurs when new highway construction or expansion of an existing highway is proposed (a "Type I" barrier). The second circumstance occurs when a community was built before the construction of the original highway (a "Type II" barrier). The Type II component of our program does not apply to Admiral Heights because the majority of the homes in this community were built after the original construction of US 50.

An evaluation of a sound barrier under the Type I component of our program was addressed in the May 29, 1980, environmental document for the development of I-97 and the widening of US 50 from I-97 to MD 2. The environmental analysis performed during the highway-planning phase examined the potential effects of noise on the communities adjacent to the highway through this area. This analysis was performed to determine if future noise levels would equal or exceed the then-existing impact threshold of 70 decibels (dBA). The impact threshold is the minimum noise level a community must experience to be considered for a sound barrier. The analysis also assessed whether the highway improvements would cause a substantial increase in noise over the levels, which would be expected without those improvements, and, if so, whether an effective sound barrier could be built for a reasonable cost. The analysis measured noise levels at a location on Admiral Drive. It was determined that, although noise levels without the highway improvements exceeded the 70 dBA threshold, there would be only a one decibel increase as a result of the improvements to the roadway. Based on this information, a sound barrier was not pursued because of the negligible increase in noise levels. Enclosed for your use is a copy of the State's current Sound Barrier Policy. Although the impact threshold has changed since 1980, the current policy retains the principle of not providing Type I barriers where the projected difference in noise levels is small.



Mr. Glenn E. McAdams Ms. Mary Ann Gordon Page Two

You mentioned no one was willing to come to the general community meeting to discuss the State's Sound Barrier Policy. Mr. James Hade and Ms. Natalie Hardy, from the State Highway Administration's (SHA) Office of Environmental Design, were scheduled to meet with your community on October 6 to discuss the noise issue. When a call to confirm the meeting was made to Mr. Jim Ferguson, President of the Admiral Heights Homeowners Association, on the day of the meeting, Mr. Ferguson indicated the agenda for the meeting was full and there was no need for anyone to attend. Mr. Ferguson also indicated the Admiral Heights Board of Directors had previously taken up the issue of sound barriers and had voted not to pursue the issue. We apologize if there was a misunderstanding, and would be glad to reschedule this visit.

Thank you again for your letter. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

## Enclosure

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Phillip C. Bissett, Member, Maryland House of Delegates

The Honorable Michael E. Busch, Member, Maryland House of Delegates

The Honorable Virginia C. Clagett, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Glenn E. McAdams Ms. Mary Ann Gordon Page Three

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial #: 12413 Saved: 10/09/98

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Response for Scorning !

OF TRANSMISSIATION

October 5, 1998

David L. Winstead Secretary Maryland Department of Transportation PO Box 8755 Baltimore/Washington International Airport, MD 21240-0755

Dear Secretary Winstead.

It is our understanding that a decision has been made concerning the adding of more sound barriers on Route 50 in Annapolis between the Weems Creek bridge and Rowe Boulevard. We are residents of Admiral Heights subdivision which is located between Route 50 and the Navy/Marine stadium in Annapolis.

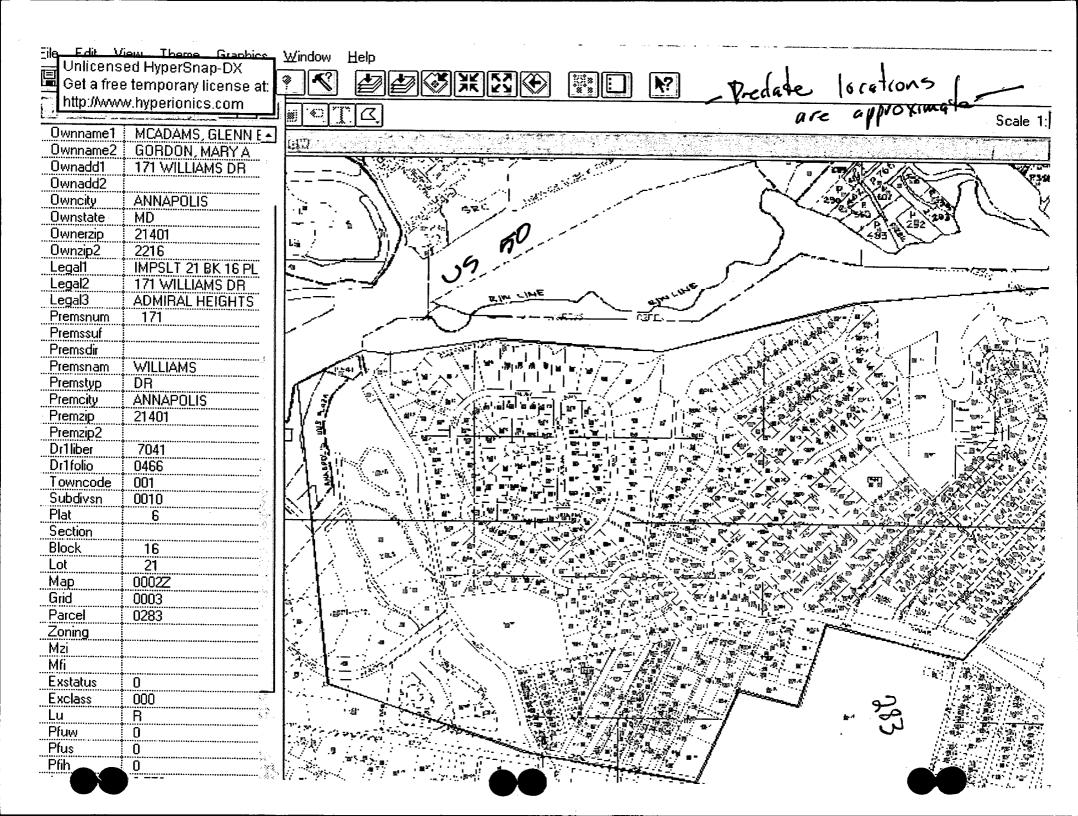
Sound barriers are sorely needed on the Weems Creek bridge. As you are aware, sound travels much farther over water and the noise from Route 50 flows up the waters of Weems Creek in very significant decibels and is disturbing to a large portion of our neighborhood. It is particularly loud in the early morning hours of 3:00 am to 7:00 am. If it is correct that the sound barriers are being added, it would require little addition funds to erect the barriers across the bridge and the noise level would be significantly reduced.

Our home owners association asked that someone from your office address the sound barrier issue at the next general meeting of our neighborhood association, but no one was willing to come to the meeting. We are in hopes that this letter will bring to your attention the need for sound barriers on the Weems Creek bridge which affects our neighborhood so that we could get some relief from this problem. Your consideration of our situation would be greatly appreciated.

Very Truly Yours.

Glenn E. McAdams and Mary Ann Gordon 171 Williams Drive

Annapolis, MD 21401



10P.1/283;# 1/

284

D-TSO-002

# MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

:	LOG DATE: 10/06/98 /cdj SERIAL#: 12413
TO:	WILLIAMS DATE: 10/06/98
	M: McAdams, Glenn E 10/05/98
RE:	SOUND BARRIERS ARE SORELY NEEDED ON THE WEEMS RESPOND BY: 10/13/98 CREEKS BRIDGE
	PREPARE RESPONSE FOR SECRETARY'S SIGNATURE PREPARE RESPONSE FOR SECRETARY'S SIGNATURE ON BEHALF OF GOVERNOR (Note Governor as .cc) REPLY DIRECTLY, ACKNOWLEDGING SECRETARY'S RECEIPT, SHOW CC TO SECRETARY PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE PLEASE HANDLE AS APPROPRIATE
	FOR USE BY RESPONSIBLE UNIT  ASSIGNED TO:  TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY:  SPECIAL INSTRUCTIONS:  FOR USE BY ASSIGNED AREA  RESPONSE PREPARED BY:  (Name / Telephone / Date)  TYPED BY:  PROOFREAD BY:  (Name / Telephone / Date)  TYPED BY:  (Name / Telephone / Date)
	RECORD OF INTERIM TELEPHONE RESPONSE  (You can buy yourself some additional time in preparing a written reply by telephoning the constituent, explaining what's happening, and indicating when he/she may expect a formal reply. Please fill this portion and mail back the yellow sheet to obtain an extension on your
	Name of Person Called:  Written follow-up will be prepared by:
	PLEST RESERVENCE WARNER @MDOT (MS-255)

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] Irene Heline	Date	Initials	·.
J Sharon Blankenship	Date	 Initials	
J Jim Hade	10/13/12	Initials	
J Ken Polcak	Date	Initials	
☐ Fred Eisen	Date	· · · · · · · · · · · · · · · · · · ·	
	Date	Initial	
Philip Troll	Date	Initials	
Natalie Hardy	Date	Initials	
☐ Gene Miller	Date	Initials	
Charles Adams	10/13/97 Date	Cbq Initials	
Notes/Comments			·



## Maryland Department of Transportation State Highway Administration

January 7, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

286

Mr. William P. McClure Ms. Dianna McClure 9505 Brooke Drive Bethesda MD 20817

Dear Mr. and Ms. McClure:

Thank you for your recent letters to Governor Glendening and Transportation Secretary Winstead supporting the construction of sound barriers on I-495, east of the I-270 Spur. The Governor and Secretary asked me to respond on their behalves.

Funding decisions for highway improvements, including sound barriers, are made annually and are presented in the Department's Consolidated Transportation Program (CTP). This document includes planning, design and construction projects for the upcoming six years and is updated each January. The 1998-2003 CTP is being finalized, and new sound barriers are being evaluated. We have noted your request that a sound barrier for the Longwood community be designed and constructed.

You expressed concern about a potential 500 foot gap west of Greentree Road. The final end points of a barrier for the Longwood area will not be determined until the design phase. Our intent will be to design a barrier which will protect homes that are eligible under the provisions of our noise policy. I have enclosed a copy of a brochure that provides more information about the policy, as well as a copy of the policy itself.

Again, thank you for your letter. The Governor and Secretary appreciate hearing from you, and on their behalves, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or, toll-free in Maryland, at 1-800-446-5962.

Zomeerery

Parker F. Williams Administrator

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Enclosures

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Ms. Barbara Snider, Office Director to the Secretary, Maryland Department of Transportation

My telephone number is 410-545-0400

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. William P. McClure Ms. Dianna McClure Page Two

287

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, Office of Environmental Design, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, Office of Environmental Design, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Ms. Rhoda Washington, Special Assistant to the District Engineer, State Highway Administration

Drafted by: Philip Troll, OED/LAD/NAT -- December 17, 1997

SERIAL: #9878

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## Maryland Department of Transportation State Highway Administration

February 11, 1998

268

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

Ms. Kathy Villani-McGainey 901 Essex Square Baltimore MD 21221

Ms. McGainey:

Enclosed is a copy of the final report on the measurements of highway traffic noise levels conducted for your neighborhood and others along MD 702 and near the interchange with the Windlass Freeway (I-695). In addition to the report, an assessment of impact and evaluation of the area relative to our noise policy is also provided.

The measurement studies were conducted as discussed and agreed to prior to the initiation of the studies. A memorandum of the meeting is included in the report appendix. Figure 2 in the report shows the five (5) locations tested in your neighborhood. Of those sites, none were found to have noise levels that reached or exceeded the noise impact threshold level of 66 decibels (dBA), either during the 24-hour noise test at your home, or at other test sites in the neighborhood.

You will note that in comparing the 24-hour test data from 1996 and 1997 (shown in Table 4 and the graph on the following page) certain hours of the day showed noise levels higher than in 1996. However, the trend toward substantially higher levels was not universal for all hours. Differences in prevailing traffic during each test period are typically why such noise level variations are demonstrated.

For a community to be considered for a noise barrier a number of criteria must be met. One of the basic criteria is that noise levels must reach or exceed the impact threshold. Since, the noise levels in our neighborhood did not meet the threshold, a noise barrier cannot be considered. It appears that the ramp embankment is providing some shielding of noise from the western portion of MD 702 in the area, and the setback distance of the homes from the highway also serves to limit the level of noise reaching the homes. Also, periodic passages of large trucks on the ramp produce noticeable increases in noise, and contribute to a degree of annoyance. Unfortunately, even a noise barrier cannot eliminate all discernible increases in noise caused by individual vehicles.

I regret that we cannot offer a more positive response relative to your community. Should you have any questions regarding the technical data presented, please feel free to call Mr. Ken Polcak of my staff at (410) 545-8601.

Sincerely

Charles B. Adams

Director

Office of Environmental Design

Enclosure

My telephone number is \_\_\_\_\_\_

cc:

The Honorable Kenneth Holt - Maryland House of Delegates

Mr. Dave Malkowski - District Engineer, District 4

Ms. Linda Singer - District 4

Mr. Ken Polcak

Mr. James Hade

Noise Abatement Team

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TATE OF MARYLAND
SFICE OF THE GOVERNOR

October



October 28, 1998

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PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET, N.W. WASHINGTON, D.C. 20001 (202) 638-2215

TDD (410) 333-3098

Mr. Clarence Mc<del>Kiever</del> 8506 Valleyfield Road Lutherville MD 21093

Dear Mr. McKiever:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

ani N. Glerole

Governor

CC:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

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Mr. Clarence McKiever Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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292

8506 Valleyfield Road Lutherville, Maryland 21093 December 27, 1998

The Honorable Parris N. Glendening Governor of Maryland 100 State Circle Annapolis, Maryland 21401

Dear Governor Glendening:

Thank you for your efforts to obtain a sound barrier along southbound I-83 for the Longford North community. We are looking forward to hearing less noise from the heavy traffic and the sirens. Your consideration of this matter is greatly appreciated.

Yours faithfully,

Florence L. McKeever

Em Mikeur

Eric McKeever

SHA ADMINISTRATOR 410 209 5009

Mr. and Mrs. Eric Mc Keever 8506 Valleyfield Road Lutherville, Mary land 21093



State of Maryland
Office of the Governor
100 State Circle
Annapolis, Maryland 21401

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Sherry Vamer - Gov. Corr. - McKeever - Letter ID 72641

Page 1

From:

"OGMD\_API.comgw" <comgw@gov.state.md.us>

To:

MDOTHQPD.ELMRDPO1(svamer)

Date:

Tue, Dec 29, 1998 11:07 AM

**Subject** 

Gov. Corr. - McKeever - Letter ID 72641

"High Priority"

### OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please Investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 72641

Receive Date: 12/29/1998

Letter Date: 12/27/1998 Deadline Date: 01/12/1999

> Name: Mr. Eric McKeever 8506 Valleyfield Road Lutherville, MD 21093

Subject: THANK YOU

Description: Thank you for efforts to install a sound barrier along I-83 Southbound.

Agency: MDOT

UNIT: GL

CC:

NOCPD.GWIA("mdot.state.md.us.jweeks@gov.state.md.u...

294

# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

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TO: WILLIAM	S					
- Mayaasa	r, Eric 12/2	27/98			: •	
FKOM: MCKEEAE	FOR EFFORTS TO		WIND BARRIER	RESPO	ND BY: 01	/05/99
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STATE OF MARYLAND OFFICE OF THE GOVERNOR



October 28, 1998

PARRIS N. GLENDENING GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

WASHINGTON OFFICE SUITE 311 444 NORTH CAPITOL STREET N.W WASHINGTON, D.C. 2000 (202) 638-2215

TDD (410) 333-3098

MCKEEE &I. An

❸

Mr. Eric McKiever 8506 Valleyfield Road Lutherville MD 21093

Keevel

Dear Mr. McKiever:

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitment is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

Paris N. Slende

Governor

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation



Mr. Eric McKiever Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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Parris N. Glendening Governor David L. Winstead Secretary John D. Porcari Deputy Secretary

August 17, 1998

Mr. Eric McKever 8506 Valleyfield Road Lutherville MD 21093

Dear Mr. McKever:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written letters with a variety of questions. At a public meeting held June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the near future.

Thank you again for your interest in the Sound Barrier Program. The Governor appreciates hearing from you, and on his behalf, I also thank your for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

McKEEE \$2. An

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodney Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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STATE OF MARYLAND OFFICE OF THE GOVERNOR

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PARRIS N. GLENDENING . GOVERNOR

ANNAPOLIS OFFICE STATE HOUSE 100 STATE CIRCLE ANNAPOLIS, MARYLAND 21401 (410) 974-3901

Washington Office Suite 311 MORTH CAPITOL STREET. N.: WASHINGTON, D.C. 20001 (202) 638-2215

McKEEF \$1. dr

TOO (410) 333-3098

November 13, 1998

Keever
Ms. Florence McKever
8506 Valleyfield Road

Lutherville MD 21093

Dear Ms. McKever.

Since the mid-1980s, you and other members of the Longford North community have been requesting that a sound barrier be built along southbound I-83 to provide relief from traffic noise. Although Longford North was not technically eligible for the State's retrofit sound barrier program, I recently learned that on two separate occasions your community received written notification from previous administrations that this sound wall would be built.

Construction of sound barriers is important to maintaining the quality of life in our established communities. My Administration has continually focused on projects that improve the quality of life for our citizens, and it is time to do what is right and deliver on this previous commitment. That is why I have directed the Maryland Department of Transportation to work with Baltimore County to determine a funding and construction schedule for this project. In conformity with existing statewide regulations, the County will need to adopt a local noise ordinance and will be required to pay 20 percent of the estimated \$1.5 million cost to install the barrier.

You and your neighbors in Longford North are to be commended for your persistence in pursuing this project. Keeping the earlier commitments is long overdue, and I am pleased that this barrier can now become a reality.

Sincerely,

Parris N. Glendening

N. Slend

Governor

CC:

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Royle Coloday Vollinger Maryland G. Coloday Maryland G

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

Ms. Florence McKever Page Two

bcc: Ms. Valerie Burnette Edgar, Director, Office of Communications, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, Office of Environmental Design, State Highway Administration

Mr. John M Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial: #OED-68 (Merge)

Drafted by: Iannucci / Hilliard / Gring / Adams

Response prepared: October 23, 1998

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## Maryland Department of Transportation

The Secretary's Office

302

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

August 17, 1998

Keever

Ms. Florence McKever 8506 Valleyfield Road Lutherville MD 21093

Dear Ms. McKever:

Thank you for your recent letter to Governor Glendening regarding a sound barrier for the Longford North community adjacent to I-83. The Governor asked me to respond on his behalf.

A number of people in the community have written letters with a variety of questions. At a public meeting held June 8, a representative of the State Highway Administration (SHA) agreed to provide answers to the questions raised. This information is currently being gathered to respond to those requests, including yours. A response will be forwarded to you within the near future.

Thank you again for your interest in the Sound Barrier Program. The Governor appreciates hearing from you, and on his behalf, I also thank your for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

MCKEEF \$2.660

cc:

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodney Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is (410)-

Ms. Florence McKever Page Two

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Mr. Dave J. Malkowski, District Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation, Serial #9096

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Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

September 9, 1998

Mr. Timothy M. McLaughlin 1632 Cananaro Drive Annapolis MD 21401

Dear Mr. McLaughlin:

Thank you for your recent letter regarding your request for a sound barrier adjacent to the community of Revell Downs along US 50. I appreciate the opportunity to respond to your concerns.

The conclusion that a sound barrier for Revell Downs was not warranted is based on the information presented in the 1981 environmental evaluation prepared for the expansion of US 50. The evaluation showed that the proposed highway project would not significantly change noise levels over a no-build situation. The criterion used to define "significant change" was 5 decibels or greater. Although the evaluation predicted noise levels in excess of the 67-decibel impact threshold in the year 2010, there would only be a change of 1-2 decibels compared to predicted noise levels if the highway were not expanded. As a result, a sound barrier was not approved for the Revell Downs community. Based upon this, we are unable to reconsider a sound barrier for your community.

Your letter indicated there are no homes in an area along US 50 west of Annapolis where a sound barrier is being built. While it is true that other sound barriers are being built in this area, they are in places that meet our criteria. In order for a sound barrier to be effective, it has to extend past the homes that are being protected. This is to prevent noise from coming around the end of the barrier, thereby reducing its effectiveness. This is the reason that it appears that a barrier is being built where there are no homes.

Thank you again for your letter. I regret I am unable to offer a positive response. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Timothy McLaughlin Page Three

bcc: Mr. Paul Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. John Petty, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Serial #: 12094

Noise Customer #: 1687

Responding to letter dated: (undated) received 8/25/98

Saved: 08/31/98 7:03 AM by: Charles B. Adams N:\OED\NOISE\CORRESP\1998\McLAUG01.doc

## MARYLAND DEPARTMENT OF TRANSPORTATION THE SECRETARY'S OFFICE REQUEST FOR PREPARATION OF CORRESPONDENCE

•		LOG DATE:	08/25/98	/cdj SER	[AL#: 12094
TO:	WILLIAMS	· · · ·	•	DATI	S: 08/26/98
FROM:	McLaughlin, Timothy M /				·
RE: ER	ECT SOUND BARRIERS BETWEEN ROMMUNITY, REVELL DOWNS	OTE 50 AND	MA	Respond by	7: 09/02/98
	PREPARE RESPONSE FOR SECONDERING (Note Governor (Note Governor)  REPLY DIRECTLY, ACKNOWLD CC TO SECRETARY  PREPARE RESPONSE FOR GOVERNOR (NOTE FOR GOVERNOR)  PLEASE HANDLE AS APPROPRIES	CRETARY'S ( as cc) EDGING SECI	signature Retary's R		
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For whose signature	cretary	_ Due Date		
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Irene Heline	8/28/9 B Date	Initials		
Sharon Blankenship	8/28/98 Date	Initials		
Jim Hade	8/27/18 T Date	initials		
☐ Ken Polcak	Date	Initials		
☐ Fred Eisen	Date	Initial		
☐ Philip Troll	Date	Initials		
☐ Natalie Hardy	Date	- Initials		
☐ Gene Miller	Date	Initials		
<b>Z</b> Charles Adams	8/>1/9 § Date	Initials		
Notes/Comments				



Parris N. Glendening

David L. Winstead Secretary

John D. Porcari Deputy Secretary

July 17, 1998

Mr. Tim McLaughlin 1632 Cananaro Drive Annapolis MD 21401

Dear Mr. McLaughlin:

Thank you for your recent letter to Congressman Wayne T. Gilchrest regarding a sound barrier for the Revell Downs Community along US 50. Congressman Gilchrest asked me to respond to you on his behalf.

There are two circumstances in which the State Highway Administration (SHA) considers the need for sound barriers. These are referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. When SHA is deciding where to build a barrier, an environmental analysis is performed during the highway planning phase to determine if future noise levels will equal or exceed the impact threshold of 66 decibels, (dBA) and, if so whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements for a barrier to be considered. The Final Environmental Impact Statement (FEIS) for US 50 was approved in April of 1981.

Type II, or retrofit, sound barriers involve the construction of noise barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. The following technical criteria must be met for a barrier to be approved: the community must predate the highway, existing noise levels must equal or exceed the 66 decibel impact threshold, and an effective barrier must be able to be built for a reasonable cost. If these criteria are met, the County in which the community is located must have a local noise control ordinance to address noise impact upon new development, and the County must agree to fund 20 percent of the barrier cost. Because Revell Downs did not predate the original construction of US 50, we cannot consider a Type II sound barrier.

Your community was evaluated during the 1981 FEIS planning for the US 50/301 improvements. An environmental impact study was conducted to assess potential noise impacts from the proposed improvements. At the time of this study, the majority of the homes in Revell Downs had not been constructed. Therefore, the analysis was based on the homes already in existence at that time.

Mr. Tim McLaughlin Page Two

At the time the analysis was performed, two things were examined in making a determination of noise impact. The first was whether noise levels would reach the impact threshold and the second was whether there would be a significant change in noise levels over a no-build situation. The analysis concluded that the future year (2010) predicted noise levels would exceed the impact threshold; however, the proposed highway project would not result in a substantial change in noise levels over a no-build situation. Substantial change was defined as 5 decibels or greater. Even though the study predicted future noise levels in the excess of the impact threshold, there would only be a change of 1-2 decibels compared to making no improvements. Therefore, noise barriers were not proposed for inclusion with this project. Because Revell Downs did not predate the original construction of US 50, we cannot consider a Type II sound barrier.

Thank you again for your letter. If you have any other questions on this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc: The Honorable John C. Astle, Member, Senate of Maryland

The Honorable Philip C. Bissett, Member Maryland House of Delegates

The Honorable Virginia C. Clagett, Member, Maryland House of Delegates

The Honorable Wayne T. Gilchrest, Member, U.S. House of Representatives

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. John M. Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Parker F. Williams, Administrator, State Highway Administration

Mr. Tim McLaughlin Page Three

bcc: Mr. Paul D. Armstrong, District 5 Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. John Petty, Assistant to the Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #11661

Drafted by: OED/LAD/NAT – July 7, 1998

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P.5/5E:04/04

A) D.c.

P.02

M 30 M

GILCHREST-ANNAPOLIS

TO

1632 Cananaro Drive Annapolis, MD 21401 25 June 1998

Arundel Center (Suite 320) 44 Calvert Street Annapolis, MD 21401

-01-1950 29:11 FROM

Congressman Gilchrest:

I am resorting to writing you a letter on a matter of great interest to me, but apparently of little interest to your staff, since I have sent two emails on the subject and received no answer.

My question concerns the large sound barriers installed on most housing developments on Route 50. I live in Revell Downs, east of Annapolis. The community has been in existence since the late 1970's. As-I travel to work each day, I notice that many communities, including those still under construction, are having sound reduction barriers installed. I thought there were regulations on installing the wall regarding when the developments were built, etc. I suspect this is another case of richer communities getting priority over less expensive communities, like Revall Downs.

Regardless of the income of the inhabitants, the noise is just as initiating where live, and i'd like to know why our community is not being considered for these barriers while others are. This is the third time I've asked this question, and I'd like an answer, even if it's to direct me elsewhere. I really dislike being ignored by your staffers.

Thanks for your attention.

Sincerely,

Tim McLauphlin

3\<sup>3</sup>

#### **MEMORANDUM**

TO:

Judy Weeks

Parker Williams

FROM:

David Chapin

DATE:

July 1, 1998

RE:

Correspondence -- Congressman Gilchrest

Congressman Gilchrest's office received the attached letter from a constituent. Gilchrest's office has referred the letter to us for response.

The response can go back directly to Mr. McLaughlin, with a cc: to Congressman Gilchrest c/o Eric Webster in his Washington office.

Judy -- please enter this into the mail system, w/ SHA being assigned to do the response.

Attachment

GOVERNOR OFF IANNE



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Fost-It Fax Note 7671	Cape /
TUBY WEEKS	From J - Gring
Co/Degs.	Ca
Phone &	Priore 4
Fex 8 8 7 - 4/83	Face

Parfus N. Glendening

4 NORTH CAPITOL STREET, N.W. WASHINGTON, B.C. 20001

TDD (410) 559-5098

WEEKS Creek

Ms. Elizabeth McWethy 3 Wcems Creek Drive Annapolis MD 21401

Dear Mrs. McWethy:

Thank you for your recent letter regarding a sound berrier for your community along US 50 between the Severn River Bridge and Rows Boulevard. I have received a number of letters on this issue and I appreciate you and your neighbors bringing the matter to my attention.

Since I took office in 1995, my Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new sound barrier policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, I have increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

With the enactment of a sound ordinance by Anne Arundel County and the 20 percent commitment to funding by County Executive Gary earlier this year, I was pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these last two actions taken by the County occurred after the Department of Transportation had submitted its budget to the General Assembly for the uncoming year.

Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a nound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated. Thank you again for bringing this matter to my attention.

Sincerely.

Paris N. Glendenine

Governor

Secretary David L. Winstead, Maryland Department of Transportation

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315

## FACSIMILE TRANSMITTAL COVER MEMORANDUM

DATE: June 5, 1998

TO:

Donna Austin

State Highway Administration

FROM:

Judy Weeks

Secretary's Office

SUBJECT:

We are transmitting from a Xerox Facsimile Transceiver (Fax number 410-859-4183). If you have any questions or do not receive all the pages, please call our office at 410-865-1009.

Number of pages including Cover Memo:

#### Additional Message:

Donna, Jim Gring asked that we use the attached response on all future letters regarding US 50/Severn River Bridge and Rowe Boulevard — Weems Creek. He said it was okey to change for the Secretary's signature. Please let Parker and Charlie Adams know.

If you have any questions, please let me know. Thanks!!



#### Maryland Department of Transportation

The Secretary's Office

3/6

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

May 18, 1998

Ms. Elizabeth McWethy Chairman Weems Creek Conservancy 3 Weems Creek Drive Annapolis MD 21401

Dear Ms. McWethy:

Thank you for your recent letter to Governor Glendening requesting that the funding for sound barriers for the Riverview and Lindamoor communities along US 50 be advanced. The Governor asked me to respond on his behalf.

Now that Anne Arundel County has enacted laws to safeguard future homeowners from high noise levels and has expressed its willingness to provide 20 percent of the cost of barriers, the Riverview and Lindamoor communities meet all of the State's eligibility requirements. Unfortunately, the number of sound barrier needs exceeds our ability to fund them all at once. All of the funds in our current Consolidated Transportation Program (CTP) for Fiscal Years 1998-2003 have been allocated to projects on which prior commitments had been made. We will give full consideration to funding the design and construction of the Riverview and Lindamoor barriers in the next CTP cycle, which begins this Fall.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

cc:

The Honorable John C. Astle, Member, Senate of Maryland
The Honorable Phillip D. Bissett, Member, Maryland House of Delegates
The Honorable Michael E. Busch, Member, Maryland House of Delegates
The Honorable Virginia P. Clagett, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Elizabeth McWethy Page Two

bcc: Mr. Paul D. Armstrong, District Engineer, State Highway Administration

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie Frelow, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, MDOT, Serial #8599

Serial #8599

**OEDNAT: #1634** 

Drafted by: Philip Troll, OED/LAD/NAT -- May 7, 1998 N:\OED\NOISE\CORRESP\1998\McWETH01.DOC

#### Weems Creek Conservancy 3 Weems Creek Drive Annapolis, MD 21401

April 23, 1998

Governor Partis N. Glendening State House Annapolis, MD 21401

Dear Governor Glendering:

Recent news has given you credit for the funding of many projects of Interest to citizens due to your influence with the 1998 Assembly. We ask you to help advance the funding for much needed noise barriers that should be grandfathered to correct an oversight, as it clearly is, by extending one that exists east of the Severn River bridge at Ritchie Rie 2 intersection to west from the bridge to the Rowe Blvd Intersection. These are older communities, closer to the highway, more densely populated - glaringly neglected.

The evidence for relief appeared in 1981 when need for the walls was documented in the final Environmental Statement and funding was included for the walls in the Rte 50 expansion. The walls were never built! Meanwhile, noise levels assault these communities at 71 decibels, well over the maximum state levels of 66 decibels.

The home owners adjacent to Rte 50 now find themselves having to reapply for funding, waiting for a place on the list until after the year 2001, competing with a budget that should include them and is set through 2003! The need for relief will stretch to 50 years!

Clearly, this is a serious oversight. We ask you to help correct this through your interest and influence.

The neighborhood associations that make up the Weems Creek Conservancy urge you to advise the State Highway Administration to grandfather the funds for the Garden Farms - Riverview walls and include them in the present funding.

Please have your office inform us of your support.

Yours sincerely,

Elizabeth McWethy
Chairman

CC Mbr associations (6)

#### gov.state.md.us.cor, 03:18 PM 4/27/98 , Governor's Correspondence, Let

X-Mailer: Novell Groupwise 4.1

Date: Mon, 27 Apr 1998 15:18:22 -0400

From: "gov.state.md.us.corrgw" <corrgw@gov.state.md.us>

To: winstead@clark.net

Subject: Governor's Correspondence, Letter ID 57221

\*\* Reply Requested by 5/11/1998 (Monday) \*\*

OFFICE OF THE GOVERNOR MAIL FORM

8599

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 57221

Receive Date: 04/27/1998

Letter Date: 04/22/1998 Deadline Date: 05/11/1998

Name: Ms. Elizabeth McWethy

3 Weems Creek Drive Annapolis, ND 21401

Subject: NOISE BARRIERS

Description: Request noise barriers for Severn River communities.

Agency: MOOT

UNIT: DSI

Attachment Converted: "C:\EUDORA95\Attach\Letter3.pdf"

Attachment Converted: "C:\EUDORA95\Attach\Response3.rtf"

Attachment Converted: "C:\BUDORA95\Attach\Envelope3.rtf"

96711/1998 11:24 \*

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WEEKS Creek

PARFIS N. GLENDENING GOVERNO

ANNAPOLIB OFFICE STATE HOUSE 100 STATE CIRCUI

Washington Office NORTH CAPITOL STREET

TDD (410) 339-3088

Ms. Elizabeth McWethy 3 Wcems Creek Drive Annapolis MD 21401

Dear Mrs. McWethy:

Thank you for your recent letter regarding a sound barrier for your community along US 50 between the Severn River Bridge and Rows Boulevard. I have received a number of letters on this issue and I appreciate you and your neighbors bringing the matter to my attention.

Since I took office in 1995, my Administration has placed an increased emphasis on quality of life issues, such as sound barriers. In the past three years, we have developed a new sound barrier policy that has made communities such as yours eligible to receive these much needed projects. To handle the increased number of eligible communities, we also have nearly tripled the budget for sound barriers. In 1995, only \$22 million was earmarked for sound barriers, but since then, I have increased that figure to \$60 million. Regrettably, the number of eligible communities still surpasses our ability to fund them as quickly as we would like.

With the enactment of a sound ordinance by Anne Anundel County and the 20 percent commitment to funding by County Executive Gary earlier this year, I was pleased to learn that your community now meets all the requirements to receive a sound barrier. Unfortunately, these last two actions taken by the County occurred after the Department of Transportation had submitted its budget to the General Assembly for the upcoming year.

Now that your community has met the eligibility requirements, let me assure you that your community's request for construction of a sound barrier will receive full consideration for inclusion in the Department's budget for next year. Your continued patience is greatly appreciated. Thank you again for bringing this matter to my attention.

Sincerely.

Partis N. Glendenine

Governor

Secretary David L. Winstead, Maryland Department of Transportation

チソエッシ

## FACSIMILE TRANSMITTAL COVER MEMORANDUM

DATE: June 5, 1998

TO:

Donna Austin

State Highway Administration

FROM:

Judy Weeks

Secretary's Office

SUBJECT:

We are transmitting from a Xerox Facsimile Transceiver (Fax number 410-859-4183). If you have any questions or do not receive all the pages, please call our office at 410-865-1009.

Number of pages including Cover Memo: \_\_\_\_\_\_

#### Additional Message:

Donna, Jim Gring asked that we use the attached response on all future letters regarding US 50/Severn River Bridge and Rowe Boulevard — Weems Creek. He said it was okay to change for the Secretary's signature. Please let Parker and Charlie Adams know.

If you have any questions, please let me know. Thanks!!

e 🖳



Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

July 16, 1998

Mr. Thomas E. Natan, Jr.
President, Forest Glen Park Citizens' Association
2970 Forsythe Avenue
Silver Spring MD 20910

Dear Mr. Natan:

Thank you for your letter to Governor Glendening regarding sound barrier issues along I-495 in the Forest Glen Park area of Montgomery County. The Governor asked me to respond on his behalf.

The position of the homes in Forest Glen Park in relationship to I-495 presents a difficult challenge when trying to provide meaningful noise reductions to the impacted homes within the cost guidelines. The technical analysis developed by the consultant working for the State Highway Administration (SHA) has just been received at SHA and is being reviewed by staff to determine whether an effective sound barrier can be built. I know you have been waiting for a conclusion, but please give them a little more time, since they need to make sure there is a viable solution before a decision can be made. SHA staff will be back in touch with you by the end of the month.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, SHA's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

The Honorable Chris Van Hollen, Jr., Member, Senate of Maryland
The Honorable Leon G. Billings, Member, Maryland House of Delegates
The Honorable Sharon Grosfeld, Member, Maryland House of Delegates
The Honorable John Adams Hurson, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000

Toll Free Number 1-888-713-1414 TTY For the Deaf: 410-865-1342

Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

32H

Mr. Thomas Natan Page Two

Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie Frelow, Assistant Director for the Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation

Mr. Dale Hilliard

Mr. Jim Gring

**Serial #9199** 

Drafted by:Natalie Hardy, OED/LAD/NAT –July 7, 1998 N:\PED\NOISE\CORRESP\1998\NATAN01.DOC

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Ø 002

7/05/98 SUN 18:05 FAI 301 587 7080

T E NATAN

Thomas E. Netan, Jr., President Forest Glen Park Citizens' Association 2970 Forsythe Avenue Silver Spring, MD 20910 301/589-8454 (h), 202/887-8828 (w)

The Honorable Paris N. Glendenning Governor, Commonwealth of Maryland State House Annapolis, MD 21401

July 5, 1998

Dear Governor Glendenning:

I am writing you on behalf of the homeowners of Forest Glen Park in Silver Spring. This neighborhood, with 110 homes, is bounded on the north by the Capital Beltway, on the west by Rock Creek Park, and on the east by Walter Reed Army Medical Center Annex. We are suffering from ever-increasing beltway noise, particularly since the beltway forms a hill and curve along the boundary of the neighborhood. In addition to the regular roar of automobiles at all hours, the sound of trucks "jack-braking" after midnight is especially disturbing. Also, the noise poses a danger to bicyclists and pedestrians on the neighborhood's narrow, windy, and hilly streets. It is nearly impossible to hear a car coming up behind you because of excessive beltway noise. The situation is intolerable.

For over a year now, Forest Glen Park has been under consideration for sound barriers from the State Highway Administration. Two minds of sound testing were done in 1997. At the end of January of this year, you announced the installation of sound barriers in a neighborhood across the beltway from us, and several members of the state government told us we would be getting the barriers – mistaking Forest Glen Park for Forest Glen, the neighborhood actually promised the sound barriers. The announcement and its coverage in the Washington Post on January 27 prompted me to contact Secretary Winstead to determine the status of Forest Glen Park's request. My call was returned by Charles Adams of SHA on February 2. He told me that we met the noise criteria, and that the design engineers were trying to come up with a suitable plan for the neighborhood. He also assured me that the neighborhood would have an enswer by the end of February. After that conversation, I have not heard anything one way or another from SHA.

It is not just the neighborhood that is being ignored. Senator Van Hollen, and Delegates Grosfeld, Billings, and Hurson all have made inquiries to SHA on our behalf, all to be promised that they and we would be heating soon. Delegate Grosfeld has been particularly persistent and has been promised date after date for an answer from Mr. Adams, all of which have passed without word.

In the Post article, you stated that helping neighborhoods get sound barriers was a priority for your administration. We are asking for your help in convincing DOT and

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07/05/98 SUN 18:05 FAX 301 587 7080

I E NATAN

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SHA to grant us the sound barriers for which they have already admitted that we meet the noise criteria. Every other neighborhood around us either has sound barriers or has been promised them for the near future, which will only serve to make this neighborhood less desirable; a severe blow to people who invested their life savings in what was a relatively quiet area only a few short years ago.

We would like nothing better than to have you attend our annual summer picnic this August and amounce that Forest Glen Park will be receiving sound barriers. I feel confident that with your support, Forest Glen Park can regain and preserve its quiet neighborhood character. Please let me know if I can provide you and your staff with any additional information.

Thanking you in advance for your consideration,

Thomas E. Netan, Jr.



# Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

November 25, 1998

Mr. Kirk G. Nazarian 223 Patuxent Road Laurel MD 20707

Dear Mr. Nazarian:

Thank you for your recent letter regarding sound barrier issues in the Laurel community along I-95. I appreciate this opportunity to explain the State's Sound Barrier Program.

The State recognizes the important role that sound barriers have in maintaining quality of life. The number of requests for barriers continues to grow and, as a result, we found it necessary to establish criteria to guide our decisions. Our policy was recently revised with the aid of a legislative panel that advised the Maryland Department of Transportation on how those decisions could be made more fairly.

To be considered for a sound barrier, a community must meet policy criteria. Affected homes must predate the construction of the highway and noise levels must equal or exceed a 66 decibel (dBA) impact threshold. Additionally, we must be able to build an effective barrier for \$50,000 or less per benefited residence. You mentioned the communities of Scotchtown Hills and Carriage Hills have been concerned about the noise from I-95. These communities are not eligible for sound barriers because they were built after I-95 was completed in 1974.

The homes on Millbrook Lane and Patuxent Road are not likely to be experiencing noise levels of 66 dBA as a result of their distance from the highway. The data we collected in our analysis of the Laurel Ridge community showed noise levels beyond the closest homes to the highway dropped below the 66 dBA threshold. This would generally occur at a distance of several hundred feet from I-95. Although you and other residents of the area do hear noise from I-95, the levels are below the established impact criterion. As a result, we are unable to consider a sound barrier. A copy of the State's Sound Barrier Policy is enclosed for your information.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

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Mr. Kirk G. Nazarian November 25, 1998 Page Two

Thank you again for your letter. I regret I am unable to give a positive response to your request. If you have any other questions or would like an explanation of the dynamics of highway noise, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

Enclosure

cc: The Honorable Martin G. Madden, Member, Senate of Maryland

The Honorable John S. Morgan, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Kirk G. Nazarian November 25, 1998 Page Three 29

bcc: Ms. Valerie Burnett Edgar, Director, Office of Communications, State Highway Administration

Ms. Leslie Frelow, Assistant Director, Office of Administrative Services,

Maryland

Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway

Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway

 ${\bf Administration}$ 

Mr. John M. Lewis, State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial#: 98NOV10

**OED Serial#:** 

Noise Customer #: 1737

Responding to letter dated: October 27, 1998 Saved: 11/23/98 11:16 AM by: James Hade

N:\OED\NOISE\CORRESP\1998\NAZARI01.DOC

October 27, 1998

Re: I-95 Traffic Noise, Patuxent River Valley

Laurel MD. . 20707

Mr. Parker Williams, Administrator Maryland State Highway Administration 707 North Calvert Street Baltimore, Maryland 21203

Dear Sir,

I am writing today in the hopes that I might be able to gain some constructive insight from our government officials as to the progress being made to remedy the following issue, as well as, to voice my concerns.

My wife and I purchased a home in Laurel at 233 Patuxent Road on July 24th of this year. Over the past few months we have literally been woken up by the traffic noise coming from I-95 which is about a mile from our home, up the Patuxent River Valley. After I noticed this for a while and spoke with a few neighbors about it I decided that I was going to contact the Mayor of Laurel. The Mayor was vary timely in his response and made the following statement in his communication to me. "SHA (State Highway Administration) has a firm policy NOT to build barriers along areas that were developed after a highway has been constructed, as is the case with the developments named above..." The developments Mayor Casula was speaking of are Scotchtown Hills, Carriage Hill, Brookmill, and Millbrook. All of these neighborhoods are close to I-95 and their homeowners associations have been concerned about the noise problem for some time, from what I understand. I do not personally live in any of the above neighborhoods, my neighborhood is the Patuxent Road Subdivision, however the noise concerns my wife and I as well.

This all being said....

I think that it is appalling to hear that an agency that gets paid by my tax dollars will not even consider some kind of action to reduce the noise levels that are reverberating down the Patuxent River Valley. This issue is not only an issue of quality of "human" living in the area or of property values, to which I will say are vary important issues, but an issue of the environmental hazard the traffic noise creates. I live almost a mile from the highway and the noise wakes me up or keeps me awake at night on many nights. Just imagine what it is like living closer to I-95 and imagine what affect it has on the wildlife of the Patuxent River Valley. I know one thing; I would not be living anywhere near that area if I were Bambi's mom...would you? The disturbing thing is that none of my neighbors can explain why the noise is not constant. This is because we have no explanation. It could be the atmospheric conditions, the wind, or simply the fact that no barriers are set up on or along the I-95 bridge that passes over the Patuxent River Valley. What I am looking for are answers because the traffic is not going away, which means the noise will only get worse...noise pollution is just as bad as any other kind of pollution and it needs to be dealt with.

I am copying each of the following gentlemen and eventually all of my neighbors from 10<sup>th</sup> street, 11<sup>th</sup> street, and Patuxent Road in Laurel. I will be urging them all to contact one or all of the gentlemen listed below. I think that we not only have an environmental issue here but we have an issue that has not been given the proper attention by officials that do not have to live with I 95 traffic noise day in and day out. I hope to hear from your office with some positive results in the future.

Thank you for your time.

Kirk G. Nazarian

P.s. I will be looking into locating the proper environmental authority or group to copy as well.

### Government Contacts

Senator Martin G. Madden Maryland State Senate 402B James Senate Office Building Annapolis, Maryland 21401-1991

Senator Arthur Dorman Maryland State Senate 116James Senate Office Building Annapolis, Maryland 21401-1991

Mr. Parker Williams, Administrator
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Mayor of Laurei Frank P. Casula 8103 Sandy Spring Road Laurel, Maryland 20707-2502



# Maryland Department of Transportation State Highway Administration

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Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

December 8, 1998

Mr. Isaac M. Neuberger 27<sup>th</sup> Floor One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for forwarding the noise measurement information to our office. I appreciate the opportunity to respond to your most recent letter about a sound barrier for the Ner Israel Rabbinical College along I-795.

As indicated in previous correspondence, there are a number of technical criteria which have to be met for an area to be considered for a sound barrier. Two of the key criteria are the date of development of the affected area and the level of noise that is being experienced. With respect to the first of these criteria, while there are areas on the Ner Israel campus which were developed prior to the construction of I-795, building 441 is a relatively new addition. The noise levels your consultant measured show that noise is above the impact threshold at the second and third floor levels of building 441. The data that the State Highway Administration collected previously was for the ground floor level of this building, which would likely explain why our data showed that the impact threshold was not exceeded. The standard we follow in determining impact is based upon exterior, ground-level noise. While noise levels can be higher at higher floor elevations, in most cases it is also less likely that a sound barrier would provide the same level of protection for higher floors as it would at ground level.

In the case of the Ner Israel Rabbinical College, the majority of the impacted housing facilities were built after I-795, and noise levels are below the State's impact threshold. Given our current policy on sound barriers, we are unable to consider a sound barrier for the College.

My telephone number is \_\_410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Thank you again for providing the noise measurement information. I am sorry I could not provide you with a positive response. If you need additional information, please do not hesitate to contact me or Mr. Charles B. Adams, our Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. Isaac M. Neuberger Page Three

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bcc: Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway

Administration

Mr. David Malkowski, District Engineer, State Highway Administration Mr. Ted Severe, Noise Abatement Team, State Highway Administration

Serial #: 98Nov11

**OED Serial#:** 

Noise Customer #: 1522

Responding to letter dated: November 29, 1998

Saved: 12/04/98 3:39 PM by: James Hade

N:\OED\NOISE\CORRESP\1998\NEUBRG04.DOC

# ISAAC M. NEUBERGER 27th Floor ONE SOUTH STREET BALTIMORE, MARYLAND 21202-3201

Phone No. (410) 332-8510

Fax No. (410) 332-8594

November 20, 1998

Mr. Parker F. Williams
Administrator
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Williams:

Thank you for your letter of November 2, 1998. As you know, some months ago I had asked the SHA to retest the sound impact at the Ner Israel campus. Your staff had called me and indicated that that retesting was not necessary. I therefore had new measurements made at our expense, which I provided to you by letter dated October 7, 1998. Those measurements, however, were for a limited duration. I went to the additional expense of having two eight-hour noise measurements done essentially at the same location, almost to the point, of where the State claims to have done its short-term measurements referred to in your letter of September 3<sup>rd</sup>. Those measurements were done one at the second floor and third floor levels. A copy of that report is enclosed for your edification.

With respect to the information you requested for the construction dates of each of the housing units, that really is irrelevant. The College has existed at that campus for more than 30 years. The original decision that your office provided was based on sound tests taken almost precisely where the Miller-Henning sound tests were taken. As you can see, the impact level is significant.

Quite frankly, if, in fact, the Department of Transportation's decision is to treat each building separately as opposed to looking at the totality of the campus, then the original sound work that was done by the Department was invalid and we have all been wasting a great deal of time. I hope that will not be the case. I trust that the Governor, Secretary Winstead, Senator Hollinger and the other members of the House of Delegates, as well as County Executive Ruppersberger, would support the College's request for a solution.

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Mr. Parker F. Williams November 20, 1998 Page 2 of 2

I look forward to hearing from you.

Very truly yours,

Isaac M. Neuberger

IMN/at Enclosures

cc: The Honorable Parris N. Glendenning

The Honorable David L. Winstead

The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

The Honorable C.A. Dutch Ruppersberger, Baltimore County Executive

Mr. Charles B. Adams, Director of Environmental Design, State
Highway Administration

## MILLER HENNING ASSOCIATES, INC.

2

#### CONSULTANTS IN ACOUSTICS, VIBRATION, & A/V DESIGN

November 17, 1998

Mr. Isaac M. Neuberger 2700 Commerce Drive One South Street Baltimore, Maryland 21202-3201

Re:

NER ISRAEL RABBINICAL COLLEGE

**1-795 TRAFFIC NOISE** 

Dear Mr. Neuberger:

Balcony not outdook living space

Test Date: 11/17/98

Miller Henning Associates conducted an acoustical survey on November 17, 1998 at the Ner Israel Rabbinical College in Baltimore County, Maryland. The purpose of this survey was to measure the exterior I-795 traffic noise levels at this location for comparison with the Maryland State Highway Administration (MSHA) Noise Abatement Criterion (NAC) of 66 Leq. Measurements were made on the third floor balcony of one of the residential units within Building 441. Measurements were also made at the second floor level adjacent to Building 441 by means of elevating the microphone of the sound level meter with a pole. Measurements were made with a CEL 573.C1 Sound Level Analyzer, a Bruel & Kjaer 2230 Precision Integrating Sound Level Meter, associated Type I microphones, and preamplifiers. Both meters were calibrated with Type I NIST-traceable calibrators at the start of the survey. The sound level meters ran continuously for an approximate 8 hour period from approximately 12:00 midnight until 8:00 AM. A technician was present throughout the measurement period to monitor the equipment and prevent any erroneous readings. Following are the exterior noise measurement results.

#### MEASUREMENT LOCATION 1

#### 8-HOUR NOISE MEASUREMENT

Route: I-795

Location: Ner Israel Rabbinical College Building 441 Third Floor Balcony

Sub-interval Length: 15 minutes Number of Sub-intervals/hour: 4

		SUB-INT	ERVAL Leq		
INTERVAL	1	2	3	<u>4</u>	HOURLY Leq
12:00 - 1:00 AM	54.0	54.2	53.1	54.2	53.9
1:00 - 2:00 AM	54.6	52.7	54.2	56.3	54.6
2:00 - 3:00 AM	52.8	54.6	53.1	55.4	54.1
3:00 - 4:00 AM	- <del>-</del>	56.9	58.7	57.3	57.8
4:00 - 5:00 AM	57.6	61.3	61.7	62.5	61.1
5:00 - 6:00 AM	65.1	64.2	66.4	67.4	65.9
6:00 - 7:00 AM	67.3	70.3	70.9	71.2	70.2
7:00 - 8:00 AM	69.5	68.4	68.0	68.3	68.6

### **MEASUREMENT LOCATION 2**

#### **8-HOUR NOISE MEASUREMENT**

Test Date: 11/17/98

Route: I-795

Location: Ner Israel Rabbinical College Building 441 Second Floor Level (Microphone Elevated With Pole)

Sub-interval Length: 15 minutes Number of Sub-intervals/hour: 4

		SUB-INT	ERVAL Leq		
INTERVAL	1	2	3	4	HOURLY Leg
12:00 - 1:00 AM	52.8	53.0	51.8	53.1	52.7
1:00 - 2:00 AM	53.2	51.5	53.3	55.9	53.8
2:00 - 3:00 AM	51.1	53.4	51.3	53.9	52.6
	55.7	54.9	56.5	54.6	55.5
3:00 - 4:00 AM	55.1	57.2	59.2	60.3	58.4
4:00 - 5:00 AM	61.8	64.1	64.1	64.1	63.6
5:00 - 6:00 AM	_	67.9	69.5	69.9	68.4
6:00 - 7:00 AM	64.1	= -	65.0		66.3
7:00 - 8:00 AM	67.1	66.1	LAVE D	1114 [65.19] CE OL	

Note that the highest hourly Leq obtained was 70.2 Leq from 6:00 AM to 7:00 AM on the third floor balcony. This is approximately 4 dBA higher than the MSHA NAC of 66 Leq. At the second floor level, the highest noise level was 68.4 L<sub>eq</sub> during the same hour which is approximately 2 dBA higher than the MSHA NAC. We estimate that the highest noise level at ground level would be 66 Leq which is equal to the MSHA NAC.

Please do not hesitate to call if you have any questions on the above.

! Thickans John H. Huckans, MS

Senior Consultant



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# Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams

Administrator

November 2, 1998

Mr. Isaac M. Neuberger Neuberger, Quinn, Gielen, Rubin & Gibber, P.A. 27th Floor One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letter regarding reconsideration of a sound barrier for the Ner Israel Rabbinical College. I appreciate the opportunity to update you on your request.

The construction dates for each of the housing units on the campus as well as the written noise report conducted by the Miller Henning Associates in September are needed to complete our evaluation for the college. Mr. James D. Hade of our Noise Abatement Team has called your office about this information so that we may evaluate your request. To date, that information has not reached our offices. Once we have this data, we will complete our evaluation and will be pleased to address each of your concerns for noise abatement at the Ner Israel campus.

Thank you again for your letter. We look forward to receiving your records so that we can properly respond to your request. If you have any other questions, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

The Honorable Michael J. Finister, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
The Honorable C.A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

My telephone number is \_410-545-0400 or 1-800-206-0770\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 ◆ Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street ◆ Baltimore, Maryland 21202 Mr. Isaac M. Neuberger Page Two



bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, SHA

Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David Malkowski, District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

**SERIAL: #980CT15** 

Drafted by: Natalie Hardy, OED/LAD/NAT - October 30, 1998

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JED-65

LAW OFFICES

### Neuberger, Quinn, Gielen, Rubin & Gibber, P.A.

342

27TH FLOOR

ONE SOUTH STREET

BALTIMORE, MARYLAND 21202-3201

(410) 332-8550

(WRITER'S DIRECT DIAL NO.)

(FAX NO.)

(410) 332-8594

(410) 332-8510

October 7, 1998

Mr. Parker F. Williams Administrator State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Williams:

Thank you very much for your letter of September 25, 1998. I appreciate the information with respect to both the Goucher College area and the Greenspring/Stevenson Road Baltimore Beltway area.

In response to your specific points, you should be advised that the "majority of residences" at the Ner Israel campus were in fact constructed before I-795.

With respect to the impact levels, I had Miller Henning Associates conduct their own tests in September. These tests took place on a Friday, which may have had an impact. Measurements were made with a CEL 573.C1 Sound Level Analyzer, a Rion NA-27 Precision Integrating Sound Level Meter, associated Type I microphones, and preamplifiers. During the 7:00-8:00 am testing period, they recorded a 66 Leq at one point on the Campus, which was 2 dBA higher than the highest hourly Leq obtained by MHA on Wednesday, May 13, 1998. I appreciate the fact that this is an issue of economics, and am wondering whether there is something short of a sound wall that would come within the MHA's reasonable cost criteria. Clearly, 500 Mt. Wilson Lane meets your criteria. Would it be possible for the State to install trees or other appropriate plantings along its right-of- way that would reduce the noise at a cost that is far less than a sound wall? It seems to me that \$100,000 would buy a lot of trees that should help.

Please let me know.

Kind regards.

Very truly yours,

Isaac M. Neuberger

# NEUBERGER, QUINN, GIELEN, RUBIN & GIBBER, P.A.

Parker F. Williams October 7, 1998 Page 2

#### IMN:kab

The Honorable Parris N. Glendenning cc:

The Honorable David L. Winstead

The Honorable Michael J. Finister, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colodny Hollinger, Member, Senate of Maryland

The Honorable Dan K. Morhaim, Member, Maryland House of Delegates

The Honorable C.A. Dutch Ruppersberger, Baltimore County Executive

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration



3NN

From:

Jim Hade

To:

CAdams, GMiller, NHardy

Subject:

Correspondence Due on 10/20 -Reply

#### Dear Extended Noise Team:

In order to adequately respond to Mr. Neuberger's letter Charlie asked that we get a copy of the report concerning the noise readings that the Rabbinical College had taken. I called on the 13th and spoke to a secretary who informed me that Mr. Neuberger was out of the office, and who offered me his voice mail. I left a detailed message concerning our request for information.

Mr. Neuberger's assistant returned my call only this morning, explaining that Mr. Neuberger had taken and extended Holiday, and related that they did not have a written report of their consultants findings. They agreed to forward it to us as soon as they had received it. I explained that we are under an internal obligation to respond to Mr. Neuberger's letter in so many days, so I requested permission to contact their consultant directly. They said that they would ask Mr. Neuberger and get back to me today on that.

Our response depends on the interpretation of the data in that report.

I briefed Charlie on the matter and he said that we would extend the deadline until we received the information.

Jim

>>> Irene Heline 10/19/98 10:32am >>> Good Morning!

#98OCT15 to Isaac Neuberger from Parker regarding Greenspring/ Stevenson Road Barriers is due 10/20. LAD has a staff mtg. on 10/20 and I thought this would be a good reminder now instead of tomorrow.

Thanks!

Irene

CC:

KPolcak, FEisen, PTroll, SBlankenship, SMJacobs, I...



# Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

September 25, 1998

Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letter regarding a sound barrier for the Ner Israel Rabbinical College adjacent to I-795. I appreciate this opportunity to respond to your concerns. I also apologize if the criteria of our sound barrier policy had not been explained to you as clearly as they could have been

For us to consider a sound barrier, two basics must be met. First, the majority of the residences impacted by noise must have existed before the highway. Second, for a residence to be considered as "impacted," noise levels at that residence must equal or exceed a threshold of 66 decibels. Based upon the measurements that State Highway Administration staff have taken, the student and faculty housing areas about which you are concerned are not currently experiencing noise levels at or above the 66 decibel threshold. In addition, our records indicate the closest buildings in these two areas postdate the construction of 1-795.

Under these circumstances, we could not consider erecting a barrier. We will, however, review relevant documentation you may furnish, including your own sound measurements, to determine whether our conclusions may be incorrect. I understand you will be forwarding your information to Mr. James Hade of our Office of Environmental Design. Mr. Ken Polcak, our noise analyst, also will be contacting you to provide information on the procedures you should follow to ensure that your measurements follow the proper protocol. If this area does, in fact, meet the date and decibel criteria, we will continue our analysis to determine whether it also meets the next criteria: i.e., that an effective sound barrier can be built for a reasonable cost.

In your most recent letter, you mentioned sound walls constructed near Goucher College. These barriers were not built to protect the Goucher College area, because it was built after the highway. Rather, the barriers in this area were built under the retrofit component of our sound barrier program to provide noise relief to homes that were built before I-695.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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Mr. Isaac Neuberger Page Two

You also addressed the area of I-695 between Greenspring Avenue and Stevenson Road and correctly stated that the sound barriers in this area were built as a part of the expansion of I-695. When we plan a highway expansion, we are required by the Federal Highway Administration (FHWA) to evaluate the potential noise effects upon adjacent developments. In this case, it was determined that the expansion of the highway would have an adverse impact upon these developments and that barriers to reduce the anticipated impact were reasonable and cost effective. When this determination is made, the FHWA requires that barriers be built as a condition of our receipt of federal construction funds for the highway.

Thank you again for your letter. We look forward to receiving your information. A copy of our Sound Barrier Policy is enclosed for your information. If you have any other questions, please do not hesitate to contact Mr. Hade at 410-545-8599 or 1-800-446-5962.

Sincerely,

Parker F. Williams
Administrator

#### Enclosure

The Honorable Michael J. Finifter, Member, Maryland House of Delegates
The Honorable Robert L. Frank, Member, Maryland House of Delegates
The Honorable Paula Colodny Hollinger, Member, Senate of Maryland
The Honorable Dan K. Morhaim, Member, Maryland House of Delegates
The Honorable C.A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Isaac Neuberger Page Three

bce: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Evelina Erickson, Special Assistant to the Governor

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. John M. Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David Malkowski, District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Serial #: 98sep11, 98sep6 Noise Customer #: 1522

Responding to letter dated: 9/6/98, & 9/9/98 Saved: 09/14/98 2:36 PM by: James D. Hade

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SEP 10 '98 01:15PM SHA ADMINISTRATOR 410 333 1586

ISAAC M. NEUBERGER 2700 COMMERCE PLACE ONE SOUTH STREET BALTIMORE, MARYLANO 21202-3201

Phone No. (410) 332-8510

Fax No. (410) 332-8594

September 9, 1998

Mr. Parker F. Williams, Administrator Maryland Department of Transportation State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Williams:

Thank you for your letter of September 3, 1998. I understood completely Mr. Hade's request to me to provide him information as to when each building on the Ner Israel campus was constructed. The simple fact, however, is that the Ner Israel campus existed prior to the development and design of I-795. It seems to me that the emphasis at looking at a particular building is inappropriate. That certainly was not the policy in place when the sound walls were put up near Goucher College. Moreover, the sound walls that have been constructed or are in the process of being constructed along the Baltimore County Beltway are being installed to protect homes that were built long after the installation of the Beltway, not before. I have personally been involved in all of the Sugar company-related developments, which are, essentially, most of the homes between Greenspring and Stevenson on the north or west side of the Beltway and assure you that the Beltway was a fact before any of those homes were constructed. I have no doubt that your Department will suggest that the lane expansion of the Beltway gives rise to the difference. I beg to differ. All that notwithstanding, as soon as I have test results that are being done by the independent analysts, I will provide them to you.

Very truly yours,

Tsaac M. Neuberger

IMN:at

SEP 10 '98 01:16PM SHA ADMINISTRATOR 410 333 1586

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Honorable Parris N. Glendening
Honorable David L. Winstead, Secretary of Transportation
Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Honorable Michael J. Finister, Member, Maryland House of Delegates
Honorable Robert L. Frank, Member, Maryland House of Delegates
Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration
Mr. James Hade, State Highway Administration

From:

Irene Heline

To:

DAustin

Date:

September 10, 1998 (Thursday) 3:43pm

Subject:

Serial #98SEP6

Donna,

Serial #98SEP6 is due tomorrow (9/11). It is from Mr. Isaac Neuberger. We just received #98SEP11 from him also. It is due on 9/17. We would like to combine and respond to both of them on 9/17. We could take off #98SEP6 and just answer it under #98SEP11. Please let me know if that's ok.

Thanks!

Irene

CC:

CAdams, NHardy, JHade

# MARYLAND STATE HIGHWAY ADMINISTRATION THE ADMINISTRATOR'S OFFICE (PHONE 410-545-0400 FAX 410-209-5009) REQUEST FOR PREPARATION OF CORRESPONDENCE

PLEASE RETURN THIS FORM AND PREPARED CORRESPONDENCE TO ADMINISTRATOR'S OFFICE

CONTROL#

LOG DATE:

98Sep6

09/04/1998

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SENDER:

NEUBERGER ISSAC

SUBJECT: NOISE LEVELS AT THE NER ISRAEL RABBINICAL COLLE BALTIMORE COUNTY	GE ADJACENT TO I-795 IN	
PREPARE RESPONSE FOR ADMINISTRATOR'S SIGNATURE  PREPARE RESPONSE FOR GOVERNOR'S SIGNATURE  REPLY DIRECTLY, CC: ADMINISTRATOR  PREPARE RESPONSE FOR ADMINISTRATOR FOR GOVERNOR'S SIGNATURE  PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE  PREPARE RESPONSE FOR SECRETARY FOR GOVERNOR'S SIGNATURE	THE ADMINISTRATOR'S OFFICE  DRAFTED BY:  SIGNIFICANT REVISIONS BY:  TYPED:  PROOFED:  DATE IN:	
ASSIGNED TO: ADAMS  TO BE RETURNED TO ADMINISTRATOR'S OFFICE BY: 09/11/1998	APPROVED:  FOLLOW UP BY:  DUE DATE:	
RESPONSE PREPARED BY:  (Name / Telephone / Date)  TYPED BY:  PROOFREAD BY:  SENIOR MANAGER'S APPROVAL:  VAS THERE PERSONAL CONTACT WITH THE SENDER?  [ ] YES [ ] NO  EMARKS:		

ISAAC M. NEUBERGER 2700 Commerce Place One South Street Baltimore Marylano 21202-3201

Phone No. (410) 332-8510

September 2, 1998

Mr. Parker F. Williams, Administrator Maryland Department of Transportation State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Williams:

I write this letter just to keep the record straight so that no one will suffer from short memories.

In my last written request to you of August 14, 1998 I asked that your Administration conduct a 24-hour test at certain areas on the Ner Israel campus, inasmuch as your extrapolated results were so close to the impact level. I received two calls with Mr. Jim Hade of your Department. The first was to explain to me exactly what it was that the SHA had done in its extrapolation. He confirmed to me that the summary testing was done in the mid-afternoon, though he acknowledged that the loudest time at the site as shown on the 500 Mt. Wilson Lane site was early in the morning. I told him that I was going to have an independent analysis done and would submit the results to your office.

I then heard from him again the next day, first by message that I should not have the independent analysis done until I spoke to him again. I called him from New York and was told that he was unable to determine when each of the buildings on the Ner Israel campus were built and that the dating would be critical. Again, I will provide that information though I really think it is irrelevant because the campus preceded the creation of I-795. His efforts to look for any out was very apparent.

Fax No. (410) 332-2594 Mr. Parker F. Williams September 1, 1998 Page #2

In any event, I will go to the trouble at my own expense of having a detailed test made and will provide that information to you. I would expect to have that information shortly.

Very truly yours,

Isaac M. Neuberger

**IMN**:at

CC: Honorable Parris N. Glendening
Honorable David L. Winstead, Secretary of Transportation
Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Honorable Michael J. Finifter, Member, Maryland House of Delegates
Honorable Robert L. Frank, Member, Maryland House of Delegates
Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

Mr. James Hade, State Highway Administration

STATE HIGHWAY ADMIN.



# Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor David L. Winstead Secretary Parker F. Williams Administrator

September 3, 1998

Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letter regarding highway noise issues at the Ner Israel Rabbinical College adjacent to I-795. I appreciate the opportunity to respond to your concerns.

The methodology that was used to determine the peak noise levels at the faculty and student housing areas of the campus is our standard method for determining noise levels at different locations within a study area. The 24-hour measurement, which was conducted at the residence at 500 Mt. Wilson Lane, was used as a baseline to determine when the highest levels of noise from I-795 could be expected. Once this was determined, additional shorter term measurements were taken at the faculty and student housing areas during this period.

When we consider a sound barrier for a given area, one important requirement must be met: the residences or other noise-sensitive structures must predate the construction of the original highway. Although the environmental documents prepared for I-795 do show the 500 Mt. Wilson Lane residence as predating the highway, they do not indicate the faculty and student housing areas. Before we would take any additional measurements in these areas, we need to determine if these residences existed prior to the construction of I-795. I understand you have been contacted about this, and I thank you for agreeing to send us the information on the construction dates of the residences on campus. If either or both of the on-campus housing areas about which you are concerned existed prior to the highway, then we will be pleased to take additional measurements to verify the level of noise that these areas experience from I-795.

My telephone number is \_\_\_410-545-0400 or 1-800-206-0770\_\_\_

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free Mr. Isaac Neuberger September 3, 1998 Page Two

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Thank you again for your letter. If you have any questions, please feel free to contact Mr. James Hade at our Office of Environmental Design. He may be reached at 410-545-8599 or 1-800-446-5962.

Sincerely,

Parker F. Williams

Administrator

#### Enclosure

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates cc: The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates Mr. James Hade, Office of Environmental Design, State Highway Administration Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Evelina Erickson, Special Assistant to the Governor

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. John M. Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David Malkowski, District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Serial #: 98Aug27

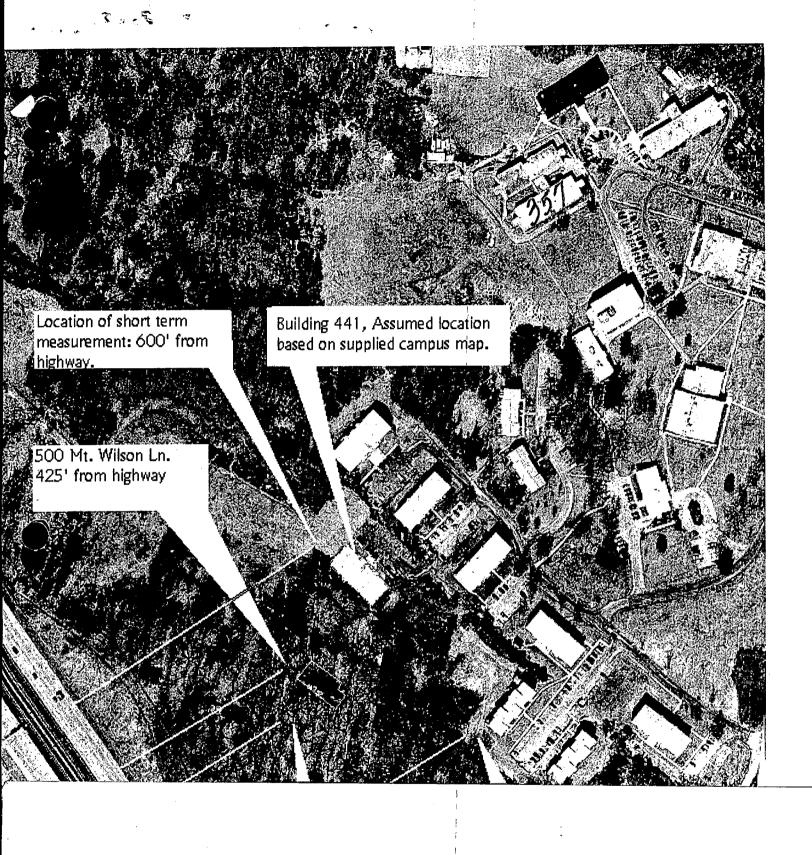
OED Serial #:

Noise Customer #: 1522

Responding to letter dated: 8/14/98+

Saved: 08/31/98 8:00 AM by: Charles Adams

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Van's draft 358

Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

I am responding to your recent letter regarding noise testing at the Ner Israel Rabbinical College adjacent to I-795. I appreciate the opportunity to clarify our position and rationale for the approach taken in our measurement program.

Our approach in determining the noise level from highway traffic at various locations on the campus is intended to focus on the worst case conditions. We used the 24-hour noise test to determine when the highest noise levels occur and how much the level varies hour-to-hour and apply an adjustment (an increase), as appropriate, to any noise test not conducted during the identified peak noise hour. This ensures that the ultimate delineation of noise impact is based on peak noise hour levels.

Specifically, the initial 24-hour test at the house (500 Mt. Wilson Lane) was taken approximately 350 feet from the edge of I-795, where clearly, the environment will be dominated by traffic noise. The highest and lowest levels occurring during the 24-hour period were noted as well as how much the level varied from hour to hour. In the areas surrounding the 24-hour test position, it is reasonable to assume that the noise level will also vary in the same way hour to hour, though the actual level itself will be different depending largely on the distance from the highway. This is demonstrated by the fact that for the same time period at both positions near the student/faculty housing (nearly 600-700 feet from the highway) the actual level was 8-10 decibels below the level measured at the 24-hour position (at the Mt. Wilson Lane house). Because of the greater distance and the intervening hill between the student/faculty housing and the highway, noise levels were found to be substantially lower than at the 24-hour position and below the impact threshold. The attached aerial photo, taken in October 1996, shows the relationship of the various noise testing locations to the highway.

In this specific case, long term (24-hour) testing near the student/faculty housing will not tell us anything new. In fact, because these locations are more remote from the highway, there is a much greater chance for noise from other non-highway sources to dominate the overall level, in addition to the highway traffic noise. In such instances, we cannot be certain that the noise levels can always be attributable strictly to the traffic noise alone. By using the 24-hour site close to the highway where traffic noise is clearly

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dominant, the uncertainty is eliminated. The adjustments ensure that the worst case conditions are accounted for our projection of impact.

Thank you again for your letter. I regret that we are unable to be more positive in our response, but hope this helps to further clarify our approach and rationale. Please feel free to contact Mr. Charles B. Adams, Director of Environemental Design, who may be reached at (410)545-8640, or toll free at 1(800)446-5962.

Sincerely,

Parker F. Williams
Admininstrator

#### Attachment

cc: The Honorable Michael J. Finifter, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Parris N. Glendening, Governor The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Serial #: 98Aug27

**OED Serial#:** 

**Noise Customer #:** 

Responding to letter dated: 8/14/98+ Saved: 08/26/98 3:33 PM by: Ken Polcak

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### ISAAC M. NEUBERGER 2700 Commerce Place ONE South STREET BALTIMORE, MARYLAND 21202-3201

W/

Phone No. (410) 332-8510

Fax No. (410) 332-8594

August 14, 1998

The Honorable Parris N. Glendening State House Annapolis, Maryland 21401

Dear Governor Glendening:

I am enclosing herewith copies of correspondence that I have had with Parker Williams, the Administrator of the State Highway Administration. You will note that you have previously received copies of my letters, though there is no indication at all that Mr. Williams has shared with you or with Secretary Winstead his correspondence. If I read his letter of August 11 correctly, based on an "extrapolated" result, Mr. Williams has decided that a 24-hour test is not warranted.

Since the buck stops in your office and Mr. Williams, as well as Secretary Winstead work for you, the responsibility for this decision is ultimately yours. I would hope that you would use your good offices to persuade Mr. Williams that making another 24-hour evaluation measurement on the campus itself, especially in light of the fact that, by his own extrapolated conclusion, there is only a 3 dBA level below the impact threshold, is a prudent and reasonable course of action.

Kind regards.

Very truly yours,

Isaac M. Neuberger

IMN/at Enclosures

CC: Honorable David L. Winstead
Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Honorable Michael J. Finister, Member, Maryland House of Delegates
Honorable Robert L. Frank, Member, Maryland House of Delegates
Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration

ISAAC M. NEUBERGER 2700 COMMERCE PLACE ONE SOUTH STREET

IDSE-SOSIS DNAJVRAM BRDMITJAB

17 1998

ECRETARY DEPARTMENT OF TRANSPORTATION

Fax No. (410) 332-8594

August 14, 1998

Mr. Parker F. Williams, Administrator Maryland Department of Transportation State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Parter.

please provide copy of

SHA Comer vispose to

DLW

Dear Mr. Williams:

Phone No.

(410) 332-8510

This will acknowledge receipt of your letter of August 11, which I received by fax on August 13. I am not at all satisfied with your response.

It appears that through extrapolation, that your Department has determined that the sound level at the Faculty and student residential areas is in the range of 61-63 dBA, only three dBA below the impact threshold. Your assumption that a 24-hour measurement would not change that result also assumes that 500 Mt. Wilson Lane is actually closer to I-795 than the balance of the campus. However, that assumption is simply incorrect, as a consequence of the path of I-795, I assure you that buildings 441 and 409 are actually as close to that highway as 500 Mt. Wilson Lane is. We also believe that the Schottenstein and Kolker dorms are almost as close to I-795 and the noise level is as high as the other parts of the property. I am enclosing a map that is not drawn to scale but is enclosed for purposes of illustration only. I would urge you to reconsider your decision with respect to not performing a 24-hour measurement test as requested.

A copy of my letter to the Governor is enclosed for your benefit. I do hope that he will intervene.

Kind regards.

Very truly yours.

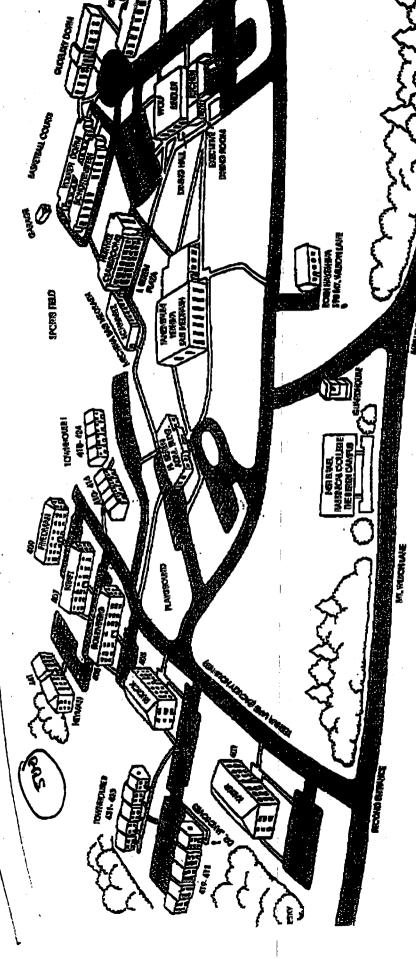
Isaac M. Neuberger

IMN/at Enclosure

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NER ISRAEL RABBINICAL COLLEGE
THE BEREN CAMPUS

4 795



[2] - VINCUE ACCESSIBLE

NER KRAEL RABBINICAL COLLEGE/ 400 MT. WASON LANE/ BALTIMORE, MD 21208/ 410-484-7200

### ISAAC M. NEUBERGER 2700 COMMERCE PLACE ONE SOUTH STREET BALTIMORE, MARYLAND 21202-3201

Phone No. (410) 332-8510 Fax No. (410) 332-8594

August 14, 1998

Mr. Parker F. Williams, Administrator Maryland Department of Transportation State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Williams:

This will acknowledge receipt of your letter of August 11, which I received by fax on August 13. I am not at all satisfied with your response.

It appears that through extrapolation, that your Department has determined that the sound level at the Faculty and student residential areas is in the range of 61-63 dBA, only three dBA below the impact threshold. Your assumption that a 24-hour measurement would not change that result also assumes that 500 Mt. Wilson Lane is actually closer to I-795 than the balance of the campus. However, that assumption is simply incorrect, as a consequence of the path of I-795, I assure you that buildings 441 and 409 are actually as close to that highway as 500 Mt. Wilson Lane is. We also believe that the Schottenstein and Kolker dorms are almost as close to I-795 and the noise level is as high as the other parts of the property. I am enclosing a map that is not drawn to scale but is enclosed for purposes of illustration only. I would urge you to reconsider your decision with respect to not performing a 24-hour measurement test as requested.

A copy of my letter to the Governor is enclosed for your benefit. I do hope that he will intervene.

Kind regards.

Very truly yours, المالكة الكالكة المالكة الم

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Isaac M. Neuberger

IMN/at Enclosure Mr. Parker F. Williams August 14, 1998 Page 2



Honorable Parris N. Glendening (w/enclosure of Parker Williams's letter)
Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Honorable Michael J. Finister, Member, Maryland House of Delegates
Honorable Robert L. Frank, Member, Maryland House of Delegates
Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Honorable C. A. Dutch Ruppersberger, Baltimore County Executive
Mr. Charles B. Adams, Director of Environmental Design, State Highway
Administration



### Maryland Department of Transportation State Highway Administration



Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

August 11, 1998

Mr. Isaac M. Neuberger 2700 Commerce Drive One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letter requesting new measurements of noise levels at the Ner Israel Rabbinical College adjacent to I-795 in Baltimore County and a re-consideration of a sound barrier for the College. I appreciate the opportunity to address your concerns related to this issue.

After your initial request, an evaluation was made to determine whether the Ner Israel Rabbinical College is eligible to be considered for a sound barrier. In performing this type of evaluation we first determine if the affected areas existed prior to the construction on the original highway. In this case, the answer to this question is yes. The former Cook residence at 500 Mt. Wilson Lane and faculty housing and student dormitory existing prior to the building of I-795.

The residence at 500 Mt. Wilson Lane was evaluated during planning and design for I-795, and it was determined then that noise from the highway would have an impact on the area. A sound barrier was not approved because the cost of a barrier would greatly exceed our maximum allowable costs. We again measured the noise levels at this location as a part of the most recent analysis of noise impacts upon the areas of the Ner Israel Rabbinical College about which you had expressed concern. The results indicated that the peak hour noise level was 71 decibels (dBA), which exceeds our impact threshold of 66 decibels. Noise from I-795 continues to have an impact on this area, but noise alone is not the only factor when considering a sound barrier. The cost of a barrier must be reasonable. The cost of a barrier for this area would be \$950,000, which exceeds the state allowance of \$50,000 per residence.

Your concern also included the faculty and student residential areas on the campus, which you feel should be considered when making a decision on a sound barrier. The measurements taken in May indicated that these areas ranged from 61-63 dBA, which is below the impact threshold. These noise levels were determined by adjusting the values obtained from the 24-hour measurement taken at 500 Mt. Wilson Lane, a location closer to the highway. The staff in the Office of Environmental Design who conducted the original measurements are confident that the adjustment factor accurately reflects the noise levels in those two areas of concern, and they do not feel that additional 24-hour measurements are needed. We recognize that noise from I-795 is audible in these locations, but the level is beneath the recognized impact threshold, and we cannot consider a sound barrier.

My telephone number is \_\_\_\_\_

Thank you again for your letter. I regret I am unable to respond more positively to your request. I hope that this helps clarify our position. If you have any additional questions, please feel free to contact Mr. Charles B. Adams, the Director of Environmental Design, who can be reached at 410 545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams Administrator

**Enclosures** 

The Honorable Michael J. Finister, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Paula Colony Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Isaac M. Neuberger Page Three



bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David J. Malkowski, District 4 Engineer, State Highway Administration

Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of

Transportation

Serial #98JUL34

SERIAL: #98Jul34 OEDNAT: #1522

Drafted by: Ken Polcak, OED/LAD/NAT - August 4, 1998

N:\OED\NOISE\CORRESP\1998\NEUBRG03.DOC

August 4, 1998

Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letter regarding the noise level measurements conducted for the campus of the Ner Israel Rabbinical College adjacent to I-795 in Baltimore County. I appreciate the opportunity to further explain our rationale and procedures in determining worst-case noise levels at multiple locations.

In the conduct of noise impact studies, measurements spanning a 24-hour period are paramount in determining how noise levels vary hour-to-hour and when the levels are the highest. Since the typical 24-hour measurement is unattended, the location is usually chosen at the closest relevant position on the subject property. This ensures that the noise environment will be dominated primarily by traffic noise, and that a reliable depiction of the hourly noise levels will be obtained. At locations far from the highway, the noise level is inherently more susceptible to influence from non-highway noise, thus 24-hour testing is not always reliable or successful in yielding valid data. For this reason, we avoid 24-hour measurements in more remote locations, while opting for the approach taken in this study.

To determine the noise level at multiple locations, our approach involves two tasks. A 24-hour measurement at the closest relevant position to the highway and simultaneous measurement of the noise on a short-term basis at as many other positions as required. In this study, two additional locations adjacent to the faculty/student housing were chosen. From the 24-hour data, we determine how much the noise level varied between the peak noise hour and the hour when the short-term measurements were made. The resulting adjustment is added to the short-term level to equate it to the peak noise hour.

This can best be illustrated by the attached copy of the table and graph of the 24-hour measurement conducted at the house off of Mt. Wilson Lane. The peak hour noise level was 71 decibels (dBA), and corresponded to the morning rush-hour. When the short-term measurements were conducted (in the 1:30-2:30pm time period), the level was 68 dBA. So between the time the short-term measurements were done and the peak noise hour, the noise levels increased by 3 dBA, which was then applied as an adjustment to the short-term levels. The resulting peak-hour adjusted levels at the faculty/student housing areas were 61-63 dBA, which is below the impact threshold of 66 dBA. We do not believe that additional 24-hour testing would be needed.

While the former Cook residence (off of Mt. Wilson Lane)does experience noise above the impact threshold, because of the distance from the highway the faculty/student housing does not. Also, preliminary estimates have shown the cost of a sound barrier would greatly exceed our \$50,000 per residence maximum.

Thank you again for your letter and your interest in this issue. I regret that we cannot offer a more positive response to you inquiry. If you need additional information regarding this matter, please do not hesitate to contact me or Mr. Charles B. Adams, our Director of Environmental Design, who can be reached at (410) 545-8640 or 1-800-446-5962.

Sincerely,

## Parker F. Williams Administrator

### Enclosure

cc:

The Honorable Michael J. Finifter, Member, Maryland House of Delegates

The Honorable Robert L. Frank, Member, Maryland House of Delegates

The Honorable Parris N. Glendening, Governor

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Dan K. Morhaim, Member, Maryland House of Delegates The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

## 24-HOUR NOISE MEASUREMENT STUDY

Test date:

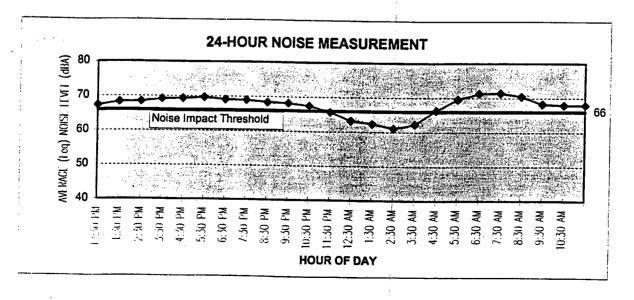
5/13/98 -Start

5/14/98 -End

Route: I-795

Location: Ner Rabbinical College at Old House

				ub-interval legi	th (min.) - 15 intervals/hour - 4
	S	ub-interval	Lea		riter vals/110ur - 4
interval	1	2	3	4	Hourly Leg
12:30 PM	67.2	67.2	67.6	67.4	67
<u>→ 1:30 PM</u>	66.8	67.7	69.8	68.5	68 - Time of short
2:30 PM	68.4	68.4	68.3	68.8	68 Time of short
3:30 PM	68.9	69.1	<b>69</b> .4	69.4	69 Term Teats
4:30 PM	<b>69</b> .3	69.8	68.6	69.7 <sup>-</sup>	69
5:30 PM	69.7	69.6	69.7	69.6	70
6:30 PM	69.4	68.9	<b>6</b> 8.9	69.0	69
7:30 PM	69.1	<b>6</b> 9.0	<b>6</b> 9.3	68.4	69
8:30 PM	<b>68</b> .3	68.8	<b>68</b> .3	68.1	
9:30 PM	68.1	68.0	<b>68</b> .3	<b>68</b> .3	68 Difterence in
10:30 PM	67.6	67.2	67.3	67.6 <sup>'</sup>	- Nolde 1040X
11:30 PM	67.1	65.9	65.0	64.4	66 71-68 = 3 dBA
12:30 AM	64.1	63.5	62.8	62.2	63
1:30 AM	63.5	62.2	62.1	61.4	62
2:30 AM	61.4	60.7	61.4	60.6	61
3:30 AM	61.5	62.0	62.3	<b>6</b> 3.3	62
4:30 AM	67.2	64.8	65.8	67.0°	66
5:30 AM	68.7	69.2	69.9	70.7 <sup>-</sup>	70
/6:30 AM	71.1	71.4	71.2	71.6	71\
— <b>&gt;</b> ⟨ 7:30 AM	71.3	71.5	71.5	71.6	71 > Peak Noise Hou
\_ <u>8:30</u> AM	71.6	71.0	69.8	69.3	71/
9:30 AM	68.5	68.3	68.3	68.1	68
10:30 AM	68.0	68.3	67.5	68.0	68
11:30 AM	68.0	68.2	67.9	67.6°	68



Mr. Isaac M. Neuberger Page Three



bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James D. Hade, Noise Abatement Team Leader, State Highway Administration Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David J. Malkowski, District 4 Engineer, State Highway Administration Ms. Linda Singer, Special Assistant to the District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Ms. Sherry Varner, Correspondence Team, Maryland Department of Transportation Serial #98JUL34

**SERIAL:** #98Jul34 **OEDNAT:** # 1522

Drafted by: Ken Polcak, OED/LAD/NAT – August 4, 1998 N:\OED\NOISE\CORRESP\1998\DRAFTS\NEUB0804.DOC

ISAAC M. NEUBERGER 2700 Commerce Place One South Street Baltimore, Maryland 21202-3201 310

Phone No. (410) 332-8510

Fax No. (410) 332-8594

July 28, 1998

Mr. Parker F. Williams, Administrator Maryland Department of Transportation State Highway Administration P.O. Box 717 Baltimore, Maryland 21203-0717

Dear Mr. Williams:

Thank you for your note of July 10th, which I actually did not receive until sometime later.

Obviously, your Department concedes that on the 24-hour measurement template, the noise level at 500 Mt. Wilson Lane exceeds what is required.

I question why the two other locations referred to in your letter, *i.e.*, the highway side of the faculty housing facility and the location near Mt. Wilson Lane to the east of the Cook residence were not included in a 24-hour measurement template. There are over 100 families living in the faculty residences, and nearly 700 full-time students housed in the dormitories. In addition, to the best of my knowledge, no monitoring was done in the area of the dormitory to the west of the faculty housing. I would request that you perform a 24-hour measurement at two locations on the campus. One, to the west or north of the original townhouses which are adjacent to a dormitory building, and a second to an area between 441 Yeshiva Lane and 409 Yeshiva Lane.

After receipt of your analysis, I again contacted Polytronics, who indicated to me that if a 24-hour measurement had been done in those two locations, that the noise measurements would have not been dissimilar from those that were reported on 500 Mt. Wilson Lane.

Mr. Parker F. Williams, Administrator July 27, 1998 Page 2

If the \$50,000 per residence expenditure is, in fact, the state standard, the 100 or so full-time faculty residents, not to speak of the 700 student residents would certainly justify the creation of a noise wall.

I look forward to hearing from you.

Very truly yours,

Isaac M. Neuberger

### IMN/dam

Honorable Parris N. Glendening
Honorable Paula Colodny Hollinger, Member, Senate of Maryland
Honorable Michael J. Finister, Member, Maryland House of Delegates
Honorable Robert L. Frank, Member, Maryland House of Delegates
Honorable Dan K. Morhaim, Member, Maryland House of Delegates
Honorable C. A. Dutch Ruppersberger, Baltimore County Executive



## Maryland Department of Transportation State Highway Administration

July 10, 1998

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator



Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your patience while we reviewed the data from the recent highway noise measurement and impact analysis our staff conducted for the campus of the Ner Israel Rabbinical College along I-795 in Baltimore County. Enclosed are noise reports that document the traffic noise levels through a 24-hour period. Noise levels were measured in continuous 15-minute intervals over a 24-hour period to determine how the levels vary hour-to-hour and to determine when noise levels are the highest.

On May 13, we performed a 24 hour measurement at the residence off of Mt. Wilson Lane and short term noise measurements for two separate faculty/student housing locations. The 24 hour noise levels taken in front of the former Cook residence ranged between 61 and 71 decibels. Traffic between 5:30 and 8:30 a.m. produced a maximum noise level of 71 dBA, while traffic between 3:30 and 7:30 p.m. produced a maximum noise level of 70 dBA. The 61 dBA reading occurred between the hours of 1:30 -2:30 a.m.

The sheet entitled "24-Hour Measurement Template" displays the measured noise levels. The chart shows a tabulation of each 15-minute period. Each noise level is called the equivalent sound level, (Leq), and is an average of all the measured noise energy, from the loudest vehicles to the quietest. The graph at the bottom of the sheet displays the Leq line, which represents the average noise levels for each hour of the test period. This Leq line is shown in relationship to a thick black horizontal line, depicting the 66 dBA noise impact threshold.

The short term measurements taken at two locations on the highway side of the student/faculty housing include a 3 dBA adjustment to the 24 hour measurement to account for peak noise levels. At the first short term location near the newer apartments to the west of the former Cook residence, the measurements ranged between 61 and 58 dBA. At the location near Mt. Wilson Lane to the east of the Cook residence, the measurements ranged between 63 and 60 dBA, with peak noise levels at both locations occurring between 1:49 p.m. and 2:00 p.m. Both measurements demonstrate that the student/faculty housing sites do not meet the noise threshold of 66 dBA. While noise from I-795 is heard at these locations, we cannot consider a sound barrier if the impact threshold is not reached.

> 410-545-0400 or 1-800-206-0770 My telephone number is .

Maryland Relay Service for Impaired Hearing or Speech

Mr. Isaac M. Neuberger July 10, 1998 Page Two

The former Cook residence does experience noise levels greater than the impact threshold. A sound barrier to reduce noise at this location would cost approximately \$953,000. This cost would greatly exceed our maximum per residence expenditure of \$50,000 and we are unable to approve a sound barrier for this location.

Thank you again for your letter. I regret that we cannot provide you with a more positive response to your inquiry. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, our Director of Environmental Design, who can be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

Parker F. Williams Administrator

### **Enclosure**

cc:

The Honorable Paula Colodny Hollinger, Member, Senate of Maryland The Honorable Michael J. Finifter, Member, Maryland House of Delegates The Honorable Robert L. Frank, Member, Maryland House of Delegates The Honorable Dan K. Morhaim, Member, Maryland House of Delegates The Honorable C. A. Dutch Ruppersberger, Baltimore County Executive Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Isaac M. Neuberger Page Three

bcc: Ms. Sharon Blankenship, Secretary, Landscape Architecture Division, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, SHA

Ms. Natalie B. Hardy, Special Assistant to the Director, State Highway Administration

Mr. John M. Lewis, Jr., State Legislative Officer, Maryland Department of Transportation

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. David Malkowski, District Engineer, State Highway Administration

Mr. Philip Troll, Noise Abatement Team, SHA

SERIAL: #NA OEDNAT: #1522

Drafted by: Philip Troll, OED/LAD/NAT – July 6, 1998 N:\OED\NOISE\CORRESP\1998\NEUBRG07.DOC



# Maryland Department of Transportation State Highway Administration

April 6, 1998



Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams
Administrator

Mr. Isaac M. Neuberger 2700 Commerce Place One South Street Baltimore MD 21202-3201

Dear Mr. Neuberger:

Thank you for your recent letters to Governor Glendening, Transportation Secretary Winstead, and me regarding a sound barrier for the campus of the Ner Israel Rabbinical College adjacent to I-795 in Baltimore County. The Governor and Secretary asked me to respond on their behalf.

For a community to be eligible for a State-funded sound barrier, it must meet several criteria. These include actual or projected noise levels and whether an effective barrier can be built for a reasonable cost. I have enclosed a copy of our Community Resource Guide, which provides information about these criteria, for you reference.

When the original plans for I-795 were developed, the area between Mount Wilson Lane and McDonough Road was analyzed to determine whether a sound barrier should be built. It was determined that only two existing residences would experience sufficient highway noise to be considered for State-funded protection. Given this fact and the cost of building a barrier, it was also determined that a barrier was not economically reasonable. We therefore have no plans to build a sound barrier along northbound I-795 in this vicinity.

In order to clarify the grounds for this decision and to examine the present conditions, I have asked Mr. Charles B. Adams, our Director of Environmental Design, to contact you to discuss your concerns. You should hear from Mr. Adams within the next two weeks.

Thank you again for your letter. The Governor and Secretary appreciate hearing from you and, on behalf of each of them, I also thank you for the interest which prompted you to write. If you have any questions or need additional information, please do not hesitate to contact Mr. Adams at 410-545-8640 or 1-800-446-5962.

Sineerely,

Parker F. Williams Administrator

Enclosure

Mr. Charles B. Adams, Director of Environmental Design, State Highway

The Honorable David L. Winstead, Secretary, Maryland Department of Transportation

My telephone number is 410-545-0400/1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717 Street Address: 707 North Calvert Street & Baltimore, Manuard 21202

Mr. Isaac M. Neuberger Page Three

379

bcc: Ms. Sharon Blankenship, Secretary, SHA

Ms. Claire DeBakey, Special Assistant to the Administrator, SHA

Mr. James Hade, Noise Abatement Team Leader, SHA

Mr. Philip Troll, Noise Abatement Team, SHA Mr. David J. Malkowski, District Engineer, SHA

**SERIAL: #98MAR32 OEDNAT: #1522** 

Drafted by: Philip Troll, OED/LAD/NAT -- March 30, 1998

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MAR 25 '98 (4:51PM SHA ADMINISTRATOR 410 333 1586

30 P.2/2# 162

Phone No.
(410) 332-8510

MAR . . isso

CRETARY DEPARTMENT

Fax No. (410) 332-8594

March 20, 1998

Mr. Parker S. Williams State Highway Administrator 707 N. Calvert Street Baltimore, Maryland 21202

Dear Mr. Williams:

I write to you on behalf of over a thousand people who live in or about the campus of the Ner Israel Rabbinical College which abuts into Interstate 795 from Mt. Wilson Lane almost to McDonough Road on the eastern side of the expressway. My query is when does the State Highway Administration intend to construct a noise wall? With the increased traffic on 795 as well as the subway, the noise has become deafening.

I would appreciate it if you would let me know.

Kind regards.

Very truly yours,

Isaac M. Neuberger

IMN/at

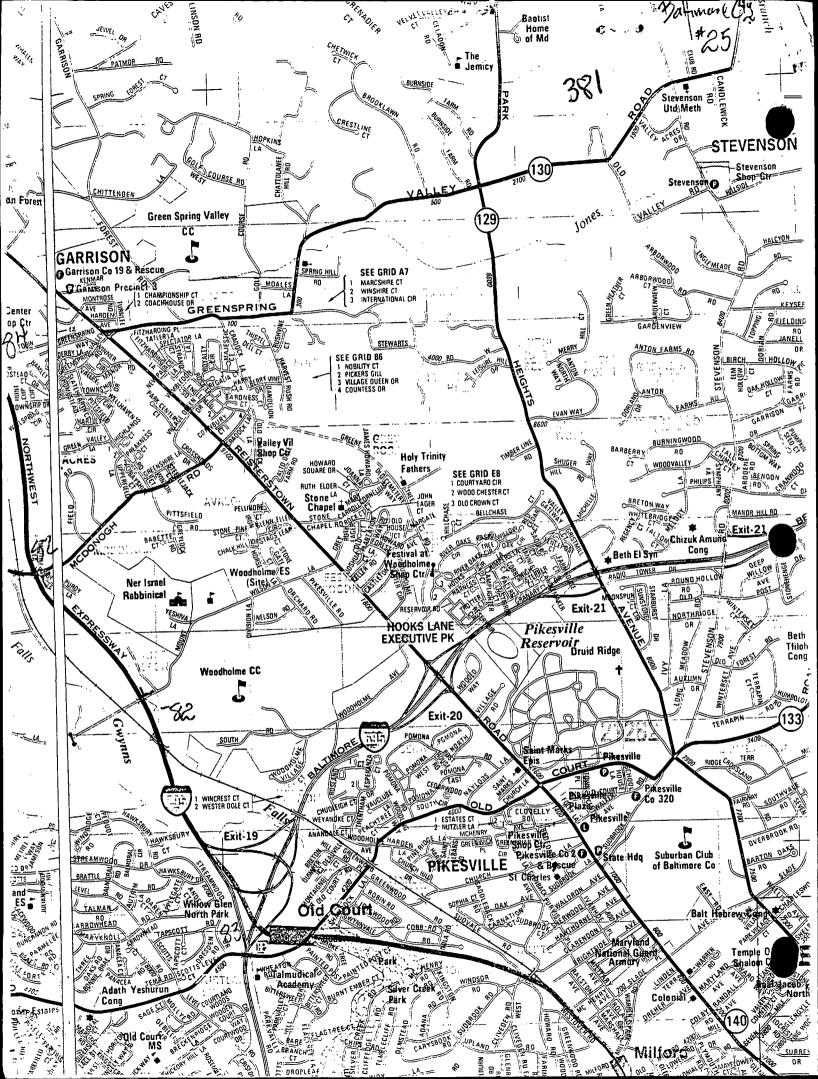
cc: Honorable Parris N. Glendening

Mr. David Winstead

Secretary of Transportation

BOUNDSMINH

STATE HIGH YAY ADMIN. 10 1





## **Maryland Department of Transportation**The Secretary's Office

282

Parris N. Glendening Governor

David L. Winstead Secretary

John D. Porcari Deputy Secretary

October 26, 1998

Ms. Kathryn A. Novicky 1133 Rutlandview Drive Davidsonville MD 21035

Dear Ms. Novicky:

Thank you for your recent letter to Governor Glendening requesting a sound barrier for the Rutland Estates community adjacent to US 50. The Governor appreciates your kind words and past support, and he asked me to respond to you on his behalf.

Decisions to approve sound barriers are made under the State's Sound Barrier Policy. There are two circumstances in which a community may qualify for a barrier. The first occurs when new highway construction or expansion of an existing highway is proposed (a "Type I" barrier). The second circumstance occurs when a community was built before the construction of the original highway (a "Type II" barrier). The Type II component of our program does not apply to the Rutland Estates community because the homes were built after US 50.

Eligibility of the Rutland Estates area for a sound barrier was addressed in the March 22, 1982, environmental document for the widening of US 50 from the Capital Beltway to east of the South River Bridge. The environmental analysis performed during the highway-planning phase examined the potential effects of noise on the communities adjacent to the highway through this area. This analysis was performed to determine if future noise levels would equal or exceed the impact threshold of 67 decibels (dBA). This impact threshold is the minimum noise level a community must experience to be considered for a sound barrier. The analysis also assessed whether the widening of the highway would cause a substantial increase in noise over the levels, which would be expected if the highway were not widened and, if so, whether an effective sound barrier could be built for a reasonable cost. The analysis determined that future noise levels in the Rutland Estates community would not equal or exceed the 67-decibel threshold and that there would only be a one-decibel change in the level of noise as a result of the improvements to the roadway. Because noise levels were not expected to exceed the impact threshold, a sound barrier was not considered for this area.

Ms. Kathryn A. Novicky Page Two



Thank you again for your letter. I regret we cannot give you a positive response. I have enclosed a copy of our "Sound Barrier" brochure, which explains in more detail the State's program. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead

Secretary

### **Enclosures**

cc:

The Honorable Robert C. Baldwin, Member, Maryland House of Delegates

The Honorable John Gary, Anne Arundel County Executive

The Honorable Janet Greenip, Member, Maryland House of Delegates

The Honorable Robert R. Neall, Member, Senate of Maryland

The Honorable Marsha G. Perry, Member, Maryland House of Delegates

Mr. Charles B. Adams, Director of Environmental Design, State Highway Administration

Mr. Parker F. Williams, Administrator, State Highway Administration

Ms. Kathryn A. Novicky Page Three

bcc: Mr. Paul Armstrong, District Engineer, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Mr. Fred Eisen, Noise Abatement Team, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Serial #: 9499

Responding to letter dated: 10/6/98

Saved: 10/09/98

N:\OED\NOISE\CORRESP\1998\NOVICK01.DOC



7 October 98

Gevernor Paris N. Glendenbg State Rouse 100 State Circle Accupatio, MD 21001

Detz Paris.

I am not ture if you remember me, but I conted on your P.G. Courty Executive excepting about it years, or so, age. Even though I was Republican, I crossed party lines to work and vote for you, because I bet you were the best! We used to live in Chevarly, but have slace noved to Davidsonville. Here is my dilemms....

hely development, Rathand Estates, which borders the antibatio of Route 50 about a quarter of a mile dest of Route 424, and also the parallel development, Lado of the Pites, accretion of Route 50, are subject to unfair, controlling Route 50 traffic cycles. We, colleptively, can't get anywhere with his Blade or this acclusion, the Electron regarding the Laces of "Notes Abstanced While". Mr. Rade beformed on last August (1997), that we didn't qualify for bankers, because the 1988 study indicated that at full remains capacity, the consputer scalpts to the year 2001, segment the 1988 study indicated that at full remains capacity, the consputer scalpts to the year 2001, segment the 1988 study indicated that at full remains capacity, the context of the cost per bourse succeeds \$40,000, and that saybe a site term, or alternative, pould be arreadinged. Their was the cost of that, is, be over got back with the

Wall, a year later, I culted again, and quaire to left. Elson, his sadstant, or August 12, 1994. Me Rhyn belorated me that are directlyment when I even on the 1982 study, even though our houses were built in the 1970's, when there were an plane to widen Route 50. Also, he sidd to the noise and trailing our Duligate, lasts Greenly, about two years ago, demand all the trails traille in our trailsysteth, so that key Ocelian would be quiet and safe.

You are Governor, when we drive on the primarily Detrocratic area voters' state highways in P.G., Amus Annalai, and Bahimore quanties, there are realis up or going up all over. Some areas such as in Cleanalan/Bowle, Oure proper bounds to be some. It makes you wonder.

We can't open our similars, or entensin on our docks. It would have to invite you said the State Highway Administration over to enjoy the coles pollution with us. If my child fell fort in our burdyard, I wouldn't't be able to hear their caise for help. My neighbur toled to sail that hence, it took three years and deopping the place \$70,000, because of the scise. On the next street ever, my friend's refinance was disconnected \$40,000, because of the scise. Lease of the Fines, sinc, has bed on look with all their offices, either

It serves thought I would need to sake a favor of you, but now, I am begging... Please help will! Plane look into it; and please don't refer on to Mr. Hade't office, to get petrouiden't enoties year's reasonad! I've always had both layou. You have the quiet, goalle, respectful descensor, and the way of getting things diese. Thank you, Paris, for all your years of service, and may more to come.

Sinograpy,

t attriced in Markets

Rethrya A. Novichy

11:20 Rethrya Co.

Creidscerville, MD 2103-1227

(1017361-4415 or (101792-8424



Ms. Kathryn A. Novicky 1133 Rutlandview Drive Davidsonville MD 21035

Dear Ms. Novicky:

Thank you for your recent letter to Governor Glendening requesting a sound barrier for the Rutland Estates community adjacent to US 50. The Governor asked me to respond on his behalf.

Decisions on approval of sound barriers are guided by the State's Sound Barrier Policy. There are two circumstances under which we evaluate the needs for sound barriers. One is when new highway construction or expansion of existing highways is proposed, called Type I. The second circumstance is for communities that were built before the construction of the original highway, called Type II. The Type II component of our program does not apply to the Rutland Estates community because the homes were built after US 50. In order for a community to be eligible, there are a number of technical criteria that must be met.

Eligibility of the Rutland Estates area for a sound barrier was addressed in the March 22, 1982 environmental document for the widening of US 50 from the Capital Beltway to east of the South River Bridge. The environmental analysis performed during the highway planning phase examined the potential effects of noise on the communities adjacent to the highway through this area. This analysis was performed to determine if future noise levels would equal or exceed the impact threshold of 67 decibels (dBA), if there would be a substantial change in noise over that which would be expected with no improvements and, if so whether an effective sound barrier could be built for a reasonable cost. The analysis determined that future noise levels in the Rutland Estates community would not equal or exceed the 67 decibel threshold and there would only be a one decibel change in the level of noise as a result of the improvements to the roadway. Because noise levels were not expected to exceed the impact threshold, sound barriers were not considered reasonable for this area.

As promised by Mr. Fred Eisen of our Noise Abatement Team, enclosed for your use is a copy of the map that was included in the environmental document. This map shows the noise measurements that were performed along Rutland Road at a location labeled as N-50. The ambient noise measurement represents the existing noise levels in 1981. The no build noise level represents the predicted noise level in the year 2005 and the build noise level represents the predicted noise level with the proposed highway improvements in place in the year 2005.



Thank you again for your letter. I regret that we can not give you a more positive response to your request. If you need additional information regarding this matter, please do not hesitate to contact Mr. Charles B. Adams, the State Highway Administration's Director of Environmental Design, who may be reached at 410-545-8640 or 1-800-446-5962.

Sincerely,

David L. Winstead Secretary

### Enclosure

cc: The Honorable Robert C. Baldwin, Member, Maryland House of Delegates

The Honorable John Gary, Anne Arundel County Executive

The Honorable Janet Greenip, Member, Maryland House of Delegates

The Honorable, Robert R. Neall, Member, Senate of Maryland

The Honorable Marsha G. Perry, Member, Maryland House of Delegates

Mr. Fred Eisen, Noise Abatement Team, State Highway Administration

bcc: Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Mr. Charlie K. Watkins, District Engineer, State Highway Administration

Serial #: 9499

Saved: 10/08/98 5:30 PM by: Natalie Hardy

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### REGION III

U.S. Route 50/301 (Proposed I-97) From I-95 (Capital Beltway) to East of South River Bridge Anne Arundel County, Maryland

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (C)

U.S. Department of Transportation Federal Highway Administration and

Maryland Department of Transportation State Highway Administration

For Md. State Hwy. Administration

Fedéral Highway Administration

The following persons may be contacted for additional information concerning this document:

Mr. Roy Gingrich District Engineer Federal Highway Admin. The Rotunda - Suite 220 711 West 40th Street Baltimore, Maryland 21211 PHONE: (301) 962-4011

HOURS: 7:45 AM - 4:15 PM

Mr. Wm. F. Schneider, Jr., Chief Bureau of Project Planning State Highway Admin. 707 North Calvert Street Room 310 Baltimore, Maryland

PHONE: (301) 659-1130 HOURS: 8:15 AM - 4:15 PM

The purpose of the project was to determine the feasibility of upgrading U.S. Route 50/301 from the Capital Beltway to the South River in Anne Arundel County, to interstate standards. U.S. Route 50/301 is the major roadway connecting the Annapolis and Washington D.C. Metropolitan areas, and provides the most direct route for residents of Metropolitan Washington, D. C. to the Eastern Shore of Maryland. The alternates proposed aimed to alleviate problems and deficiencies associated with the existing roadway. The Selected Action, Alternate 3 Modified, is largely within existing right of way and has minimum environmental impacts. These include some acquisition of right of way and homes and businesses, minor wetland and floodplain involvement, and in some areas Federal Design Noise Levels are exceeded. All of the impacts can be adequately mitigated. Proposed mitigation measures are described in the document.

### 2. Noise Impacts

A detailed Noise Analysis Study evaluating the noise impacts of four Build Alternates and the No-Build Alternate was prepared as a technical supplement to the Draft Environmental Impact Statement. This study was made available to local jurisdictions for their use and is also available for public inspection at the State Highway Administration. This Final Environmental Impact Statement presents a detailed noise analysis of the Selected Action and the No-Build Alternate. An evaluation of noise barrier location and effectiveness is also presented.

Fifty-four noise sensitive areas (sensitive receptors) were identified on this project and analyzed for noise impacts. Of this total, forty-three represent residential sites, five recreational, two religious, two educational, and one each are commercial and hospital sites. These sites are shown on Plate III-2 and individually described in the legend.

The method used to predict the future noise levels resulting from the selected improvements, including projected traffic increases, was developed by the Federal Highway Administration and is entitled the FHWA Traffic Noise Prediction Model (STAMINA). It considers such factors as vehicle volume, mix and speed, number of roadway lanes, road width and gradient, distance from the noise source, and various types of physical barriers that reduce noise transmission from source to receiver. In this study, the predicted noise levels were for the design year 2005 during peak hour and level of service "C" conditions and utilized the pertinent traffic data detailed in Section IV-C-4. Table IV-3 lists the ambient noise levels for each of the sensitive receptors along with their respective predicted design year noise levels for the Selected Action and the No-Build Alternate for the peak hour (worst case) condition.

Determination of environmental noise impact is based on the relationship between the predicted noise levels, established design noise criteria, and ambient noise levels in the study area. The applicable design noise criteria is the Federal Highway Administration's design noise level/activity relationship (see summary in Section III-A-9) and, for each of the sites examined in this study, the applicable design noise level is 70 db(A). Projects will not be approved by the Federal Highway Administration where design noise levels are exceeded unless noise abatement measures are considered to reduce noise levels to or below the design noise levels or abatement is shown to be impractical and an exception to the design noise level is approved.

Under the No-Build Alternate, three sites would experience noise levels in excess of the Federal design noise

level. These are residences in the communities of Kenilworth in Bowie (N-28) and Heather Hills (N-30), and the Patuxent River Park (N-37). No noise control measures would be taken with this alternate.

Under the Selected Action, as indicated in Table IV-3, nine sensitive receptors would experience noise in excess of the 70 decibel design noise level. Two of these sensitive receptors (3 and 4) represent the first tier of homes of the residential areas north of U.S. Route 50 between the Capital Beltway and the George Palmer Highway. Four of the other sites (N-27, 28, 30 and 31) represent the first tier of homes adjacent to U.S. Route 50/301 in the Bowie Area: Kenilworth to the north and Heather Hills to the south. The remaining three sensitive receptors with excessive predicted noise levels are single isolated sites: Lottsford Vista Playground (N-6), Patuxent Park (N-37), and a single family residence west of Bowie (N-23).

Impact assessment is also based upon the change in  $L_{10}$  noise levels over existing (ambient) levels. The impact upon any particular receptor can be classified by the following categories as used by the Maryland State Highway Administration.

Change in L <sub>10</sub>	Relative
Noise Level	Impact
Reduction 0 to 5 dB increase 6 to 10 dB increase 11 to 15 dB increase Creater than 15 dB increase	Positive Negligible Minor Significant Severe

There are some limitations to this comparison, however, in that the ambient noise levels measured in the field include other noise sources than those of U.S. Route 50/301 and its major access roads (such as traffic noise from smaller local roads and typical rural noises like barking dogs, rustling leaves, etc.). For this reason, the comparison between design levels and ambient levels is not considered to be as meaningful or useful as a comparison between the Selected Action and No-Build Alternate.

The No-Build Alternate results in 24 sites receiving positive noise impacts, 25 sites receiving negligible impacts, and 5 receiving minor impacts. The explanation for the large number of positive impacts (noise reductions), besides those considerations mentioned above, lay in the fact that noise levels are heavily dependent upon speeds of vehicles. The higher the speed, the greater the noise level. Under this alternate, the failure to improve roadway conditions means that future additional

traffic can be expected to result in increased congestion and lower speeds than currently exist during peak hour conditions.

For the Selected Action eight of the sensitive receptors are projected to have positive impacts, thirty-six receive negligible impacts, and ten receive minor impacts.

The differences in noise levels between the No-Build and the Selected Action range from -7 dBA to +6 dBA, with most differences in order of one to two decibels higher for the Selected Action. Overall this is considered a negligible impact.

Noise Sensitive Areas in the vicinity of Annapolis were analyzed in the <u>Baltimore-Annapolis Transportation</u> Corridor Study, Final Environmental Statement, 1980. The report indicates that most areas adjacent to U.S. Route 50/301 in and near Annapolis would receive noise levels in excess of the design noise levels for both the No-Build and Build Alternates, and construction of noise barriers is recommended. The reader is referred to that study for a more detailed discussion of the Annapolis area.

Subsequent to the Draft EIS, additional analyses were performed to determine barrier requirements for attenuating noise levels down to only the design noise levels, and one of the barriers discussed in that document was found to be unnecessary.

The following noise abatement measures, as outlined in FHPM 7-7-3, were investigated for the Selected Action.

- o Installation of noise barriers within the highway right-of-way
- O Traffic control devices for prohibition of certain vehicle types or time use restrictions for certain vehicle types
- o Alterations of horizontal and vertical alignments
- O Acquisition of property to provide buffer zones for the installation of earth berm noise barriers

The following wall type noise barriers were determined to be the most effective and are likely to be incorporated into the design of the project between the Capital Beltway and George Palmer Highway, and along the Bowie Corridor. However, during final design, berms and combinations of walls and berms will be further investigated. Information obtained from affected property owners, additional noise and cost effective analyses, and aesthetics will be key factors in determining if noise barriers will be incorporated into the project.

Barrier 1 - This barrier would attenuate noise levels to the residential area (Whitefield Woods) north of U.S. Route 50 between Capital Beltway and Maryland Route 704. The required noise barrier height would average approximately 4 feet along its 1900 foot length. It would be constructed on top of a concrete retaining wall. Construction cost would be approximately \$130,000.

Barrier 2 - This barrier protects the residential homes north of Route 50 in the Kenilworth, Bowie area between Maryland Routes 197 and 3 (Plates II-14 and II-5). It would be constructed on top of a concrete barrier and vary in height from approximately to 11 feet. Its total length would be 4,700 feet, and construction cost would be approximately \$580,000.

Barrier 3 - This barrier, on the opposite side of U.S. Route 50 from Barrier 2 would reduce noise levels to the residential community of Heather Hills. It too would be constructed on top of a concrete barrier and would be 4,200 feet long. The noise barrier height would average approximately six feet. Construction cost is estimated at approximately \$428,000.

The State Highway Administration may request an exception to the achievement of the specified design noise levels where it can be demonstrated that the adverse social, economic, and environmental effects of noise abatement measures are considered to exceed the abatement benefits. Exceptions will be sought for the remaining three isolated sites where design noise levels are exceeded, mainly on the basis of cost versus relative benefits achieved.

The Patuxent River Park (N-37) is an undeveloped tract of land located east of the Patuxent River and north of U.S. Route 50/301. Although ultimately envisioned as being dedicated to recreational use, there is presently no roadway access to the to retreat an approximate levels, a noise barrier approximately area. To attenuate noise levels, a noise barrier approximately 2,000 feet long at an approximate cost of \$230,000 would be re-2,000 feet long at an approximate cost of \$230,000 would be re-2,000 feet long at an approximate at this site is 72 dBA, already quired. The ambient noise level at this site is 72 dBA, already an exceedence of the design noise level, and the Selected Action an exceedence to this noise level. It is therefore felt that an exception is warranted at this site.

Sensitive receptor N-23 is a single isolated farmhouse located west of Maryland Route 197. Although the Selected Action results in an exceedence of the design noise level (72 dBA), the ambient noise level is already at the 70 dBA design noise level. Lottsford Vista Playground (N-6) is an undeveloped facility located at the northwest quadrant of Lottsford Vista Road facility located at the northwest quadrant of Lottsford Vista Road and U.S. Route 50. The fact that it is not actually being used as a recreational facility and because of its already high ambient

noise level (69 dBA), noise barrier construction would not be cost-effective. During the design phase of this project, partial abatement measures through the use of earth berms grading, and landscaping will be further investigated for these two sites.

The detailed noise control measures will be incorporated during the design phase, and the participation of affected land owners will be solicited at that time.

Noise impacts will also occur during the construction phase of this project, and areas around the construction site will experience this in varied periods and degrees. The project will probably employ the following pieces of equipment which are likely sources of construction noise.

Bulldozers and Earthmovers Graders Frontend loaders Dump and other heavy trucks Compressors

Generally, construction activity will not occur after 5:00 p.m. or before 7:00 a.m. on weekdays, and will likely be limited to weekdays only. Therefore, in the critical time during which evening outdoor recreation and nocturnal rest periods occur, construction noise will not normally be present. Limiting construction activity to non-critical time periods will minimize noise impact on surrounding areas.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions due to inefficiently tuned engines, poorly lubricated moving parts, or ineffective muffling systems.

### Water Resources Impacts

### (a) Floodplains

As detailed in Section III-A-6, the existing roadway crosses fifteen streams in the study area. The conceptual hydraulic investigation indicates that the existing crossings are adequate for the 100 year flood design. Therefore, the Selected Action (with one exception) would involve only widening of existing bridge structures over these streams. In the Selected Action, the bridge structures for both the eastbound and westbound roadways would be widened to accommodate an additional lane. The one exception occurs at the Route 704 interchange where the loop ramp in the northeast quadrant will require the extension of the existing culverts under Maryland Route 704, and U.S. Route 50. In the Draft EIS, two other alternates were examined for this

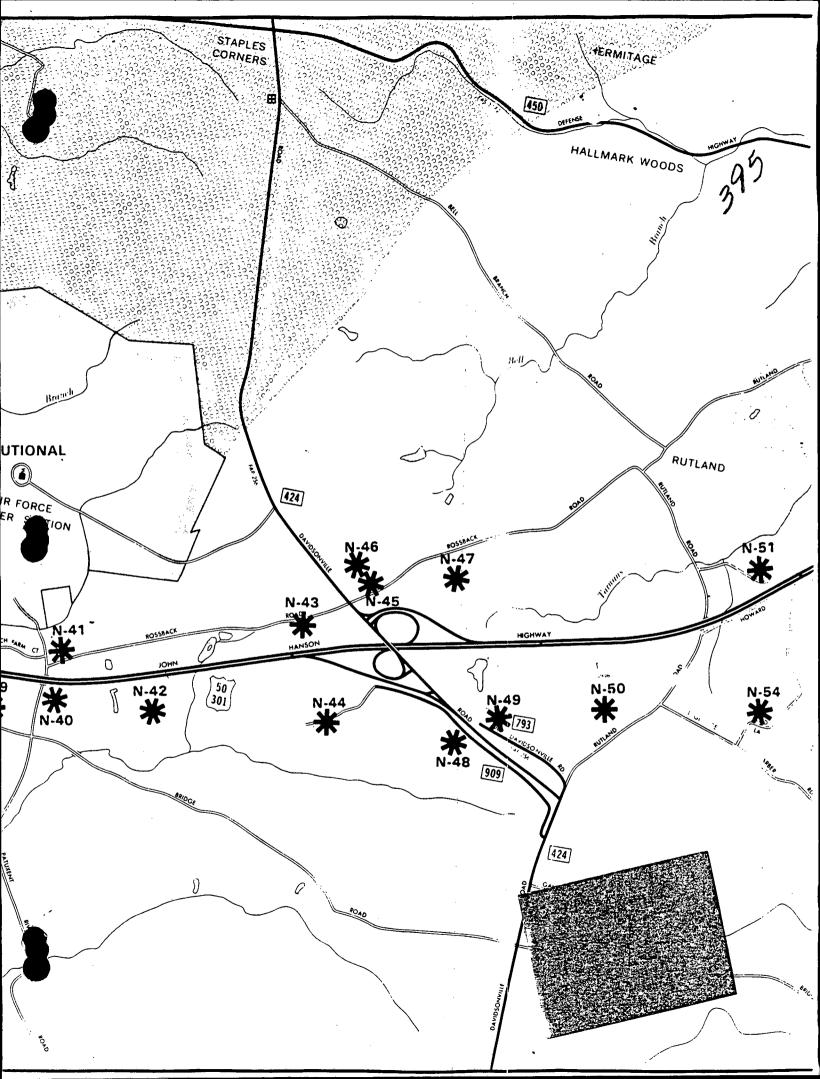




TABLE IV-3 SENSITIVE RECEPTOR NOISE LEVELS

Sensitive Receptor		Ambient L, o		Design L <sub>10</sub> (dBA)		
Number	Description .	Land Use	(dbg)	No Build	Selected Action Alternate 3 - Modified	With Proposed Noise Barriers
1	Ebenezer Meth.	Religious	68	70	70 ·	
2	Private Residence	Residential	66	68	68	
** 3	Private Residence	Residential	68	69	74*	70
** 4	Private Residence	Residential	70	69	75*	70
5	Carsondale Res.Ctr		68	64	66	• •
6	Lottsford Vista Playground	Recreational	69	68	73*	
- <b>- 7</b> .	Folly Branch Park	Recreational	65	63	66	
8	Private Residence	Residential	60	57	59	
<del> 9</del>	Private Residence	Residential	59	58	61	·
T10	Belvedere	Residential	60	58	61	
N 11	Glen Dale Est. Rec. Ctr.	Recreational	59	59	62	
d 12	Forest Hills	Residential	52	54	56	
• 13	Private Residence	Residential	61	62	69	
14	Church of New Jerusalem	Religious	60	59	60	
<b>λ</b> 15	Private Residence	Residential	60	59	60	·
16	Private Residence	Residential	62	60	63	
17	Elverton Farm	Residential	58	54	57	1. ·
18	Private Residence	Residential	68	62	65	
19	Private Residence	Residential	61	60	62	
20	Private Residence	Residential	60	57	59	
21	Private Residence	Residential	66	62	65	
, 22	Bowie Health Ctr.	Hospital	58	58	61	
23	Private Residence	Residential	70	67	72*	•
24 کال	Private Residence	Residential	69	66	70	
• 25	Ben. Tasker Jr. High	Educational	60	55	62	
, ' 26	Private Residence	Residential	69	. 66	69	

Design level exceeded.
Areas for which noise barriers are proposed.







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# TABLE IV-3 (Continued)

#### SENSITIVE RECEPTOR NOISE LEVELS

Design Lin (dBA) Sensitive Ambient (dBA) Receptor No Build With Proposed Selected Action Description Land Use Number Noise Barriers Alternate 3 -Modified 74\* \*\*27 Private Residence Residential 72\* 70 70 73\* 72\* 71\* 70 \*\*28 Private Residence Residential 68 69 29 Private Residence Residential 68 \*\*30 Private Residence Residential 66 71\* 73\* 70 73\* 70 Private Residence Residential 67 70 \*\*31 Heather Hills Educational 63 65 \*\*32 66 Elem. School 65 Commercial 62 65 33 Holiday Inn 61 34 Private Residence Residential 53 58 55 35 Melford Residential 50 54 Residential 59 66 67 36 Private Residence 72\* 37 Patuxent Park Recreational 72\* 71\* 56 55 38 Private Residence Residential 47 39 Private Residence Residential 55 62 63 Private Residence 68 40 Residential 66 67 67 Private Residence Residential 66 41 64 42 Private Residence Residential 60 62 63 Private Residence Residential 62 65 66 43 Private Residence Residential 51 57 57 44 Private Residence 45 Residential 55 59 60 Private Residence Residential 54 58 59 46 47 Residential 56 55 57 Sunny Acres Farm 56 56 48 Locust Farm Residential 57 49 Private Residence Residential 59 66 66 56 50 Private Residence Residential 55 56 Private Residence 62 65 66 51 Residential 64 65 65 52 Private Residence Residential 59 53 Private Residence Residential 54 59 52 53 54 Howard Grove Farm Residential 50

<sup>\*\*</sup> Areas for which noise barriers are proposed.







<sup>\*</sup> Design level exceeded.

Page 1

3

From:

"OGMD.API.comgw" <comgw@gov.state.md.us>

To:

MDOTHQPD.ELMRDPO1(svarrer)

Date: Subject: Wed, Oct 7, 1998 3:02 PM Gov. Corr. - Novicky - Letter ID 66684

\*\* High Priority \*\*

OFFICE OF THE GOVERNOR MAIL FORM

INSTRUCTIONS: Please investigate the attached and take whatever action is necessary to respond to our constituent's concerns. When completed, please forward the response, the original letter and any back-up to the unit indicated below. Also, if there are any questions as to how to respond, please call the unit listed below.

LID: 66684

Receive Date: 10/07/1998

9499

Letter Date: 10/07/1998 Deadline Date: 10/21/1998

> Name: Ms. Kathryn Novicky 1133 Rutlandview Drive Devideonville, MD 21035

Subject: ASSISTANCE

Description: Requests assistance in acquiring noise barriers between Davidsonville community and

Route 50.

Agency: MDOT

UNIT: DSI

CC: NOCPD.GWIA("mdot.state.md.us.jweeks@gov.state.md.u...

3

Page 1



From:

"OGMD.API.comgw" <comgw@gov.state.md.us>

To:

MDOTHQPD.ELMRDP01(svamer)

Date:

Wed, Oct 7, 1998 3:02 PM

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OFFICE OF THE GOVERNOR
MAIL FORM

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NOCPD.GWIA("mdot.state.md.us.jweeks@gov.state.md.u...

294



7 October 98

Gavernos Paris N. Glendoning State House J.D. State Circle Assuspelie, MD 21601

Dear Paris.

I am not ture if you remainbut ma, but I seeked on your P.G. Charly Essentive enterprise about 2 years, or so, aga. Been though I was Republican, I crossed party lines to work and vote for you, because I but you were the best! We used to have in Charactly, but bare since moved to Dayl doorwille. Here is my dillemma.

My development, Rational Estates, which borders the antibable of Route 50 shout a quarter of a mile cost of Route 424, and due the pradict development, Lake of the Price, northelds of Route 50, are subject to unfair, executioning Route 50 traffic roles. We, collectively, can't get anywhere with hir, Hade online activate, but, Elect, reporting the base of "Noise Abstanced Whit". Let not beforemed as Languist (1997), that we didn't quality for tenders, because the 1982 study indicated that at full running capacity, the computer conjude to they are 2018, espated the laws, but houses are too far open (over a moned RFA), the refer got to the study of t

While, a year later, I called egain, and spoke to Mr. Elson, his saddens, or August 12, 1994. Me Rison informed me that our directionment sum't even on the 1982 study, even though our houses were built in the 1970's, when there were no plans to triden Route 50. Also, in said to the notes and traffic, and Delagate, have threating, should two years ago, drouped all the trails traffic in our trackyards, so that her Occiden would be quiet and safe.

You are Governor, when we drive eathe princetily Denocratic ares voters' state highways in P.G., Associated, and Bahimore counties, there are walks up or going up all over. Some areas such so in Generalization is, One are not houses to be seen. It makes you wonder.

We can't open our mindown or entensin on our decim. I would have to invite you sad the State Highway
Administration over to enjoy the scale pollution with us. If my child fell farm in our bachqued, I wouldn't's
be shie to kept their cries for fuely. My neighbor what is sell their forme, It took there your and dropping
for price \$70,000, because of the wate. On the next street over, my friend's refinences was disconneed.
\$10,000, because of the mate. Lake of the Pines, also, has bedne back with all their offices, either

I server thought I would noted to sak a farm of you, but now, I am beging... Please both will Plane hook into bit and please don't refer on to Mr. Hado't office, by get privated a mother year's reservend! I've always lad faith in you. You have the quiet, goal to respectful descessor, and the very of printing things does. Thank you, Park, forest your years of service, and may more to come.

Sincerely,

+ Attrice A. Mouches

Kethaya A. Novichy
1120 Berlendy-leved

Consideratella, MD 11035-1227

(101)261-4613 or (410)792-8424

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410<del>8</del>P.3/33;#

10- OCT 08 098 09: 56AM SHA ADMINISTRATOR 410 333 1586

41089.1/33;# 1/ 3

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# THE SECRETARY'S OFFICE MDOT - SHERRY VARNER - MS 255 REQUEST FOR PREPARATION OF GOVERNOR'S CORRESPONDENCE

401

	LC	G DATE:	10/07/98	/slv	SERIAL#:	9499
TO:	: WILLIAMS	701			DATE: 10/	07/98
FROM	OM: Novicky, Kathryn 10/07/98	distriction of the second				
RE:	REQUESTS ASSISTANCE IN ACQUIRING N BETWEEN DAVIDSONVILLE COMMUNITY AN	IOISE BAR ID ROUTE	RIERS 50	RESPO	ND BY: 10/	'14/98 
	[ ] PREPARE RESPONSE FOR SECRE [X] PREPARE RESPONSE FOR SECRE GOVERNOR (Note Governor as [ ] REPLY DIRECTLY, ACKNOWLEDG CC TO SECRETARY [ ] PREPARE RESPONSE FOR GOVER [ ] PLEASE HANDLE AS APPROPRIA	TARY'S S CC) ING SECR MOR'S SI	ignature Etary's i			
		NOVEMENT TO	YDUT			j
	FOR USE BY REST ASSIGNED TO: HOME SOME TO BE RETURNED TO ADMINISTRATOR'S SPECIAL INSTRUCTIONS:		•	DATE:	10 13	98.
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	RESPONSE PREPARED BY: The Liven	'' : ' '				
	TYPED BY: Philip Troll PROOFREAD BY: Sharen	e / Date)		•		
	RECORD OF INTERIM T	ELEPHON	E RESPON	SE	•	
	(You can buy yourself some additional time in constituent, explaining what's happening, and is reply. Please fill this portion and mail back the reply deadline.)	ndicaling Wi	ien ne/sne m	ay expec	f of Totimer	
	Name of Person Called: Written follow-up will be prepared by:	Date:				ī
						il l

TOTAL RECEIPT OF THE ROBINE AND PROPERTY CORRESPON

39 SHERRY VARNER @ VIDOM MS-255

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Ms. Kathy Novicky 1133 Rutland View Drive Davidsonville MD 21035

Dear Ms. Novicky:

Thank you for your recent phone call concerning highway noise and the Rutland Estates community located adjacent to US 50 near MD 424 in Anne Arundel County. We understand your concerns and have investigated your situation.

There are two circumstances in which the State Highway Administration (SHA) considers sound barriers. These are referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. An environmental analysis is performed during the highway planning phase to determine if future noise levels will equal or exceed the impact threshold of 66 decibels (dBA). Affected homes must predate the highway improvements for a barrier to be considered.

As you requested, we have enclosed a portion of the Final Environmental Impact Statement (FEIS) approved in March 1982 which addressed your community. The FEIS predicted an one dBA noise increase as a result of the widening to US 50. This prediction was based on the highest volume of traffic at a speed of 65 mph. In this case, an one dBA increase is considered a negligible impact in sound levels. The normal human ear can detect a 3 dBA increase in sound. We realize that your property is located much closer to US 50 but under the Type I program, it would not be feasible to construct a sound barrier for your area. The enclosed noise level chart and map indicates N-50 which refers to the measurement taken in your community.

The Type II, or retrofit, sound barriers involve the construction of sound barriers for communities that predate the original highway. The intent of this program is to address communities of noise impact along highways that were built before environmental analysis became a part of the highway development process. According to the tax records your community was constructed between 1977 and 1985 and the opening date for US 50 is 1954. Because the Rutland Estates community did not predate the original construction of US 50, we cannot consider a Type II sound barrier. I regret that we can not give you a more positive response to your request, but we must strictly adhere to our Sound Barrier Policy. Enclosed is a copy of the State's Sound Barrier Policy and Community Resource Guide.

Thank you again for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. Fred Eisen of our Noise Abatement Team, who may be reached at 410 545-8598 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

#### Enclosure

Cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
The Honorable Wayne K. Curry, Prince George's County Executive
The Honorable The Honorable Leo E. Green, Member, Senate of Maryland
The Honorable James W. Hubbard, Member, Maryland House of Delegates
The Honorable Joan B. Pitkin, Member, Maryland House of Delegates
Mr. Fred Eisen, Noise Abatement Team, State Highway Administration

bcc: Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

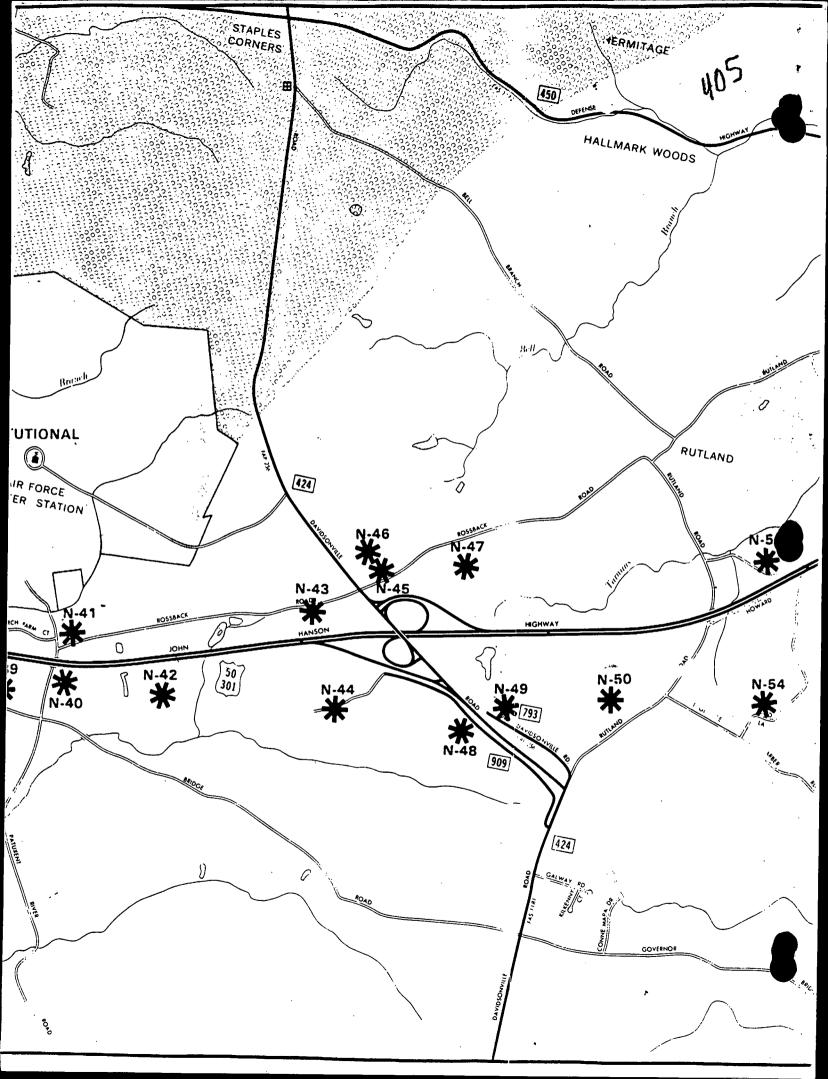
Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Drafted by: Fred Eisen, OED/LAD/NAT – September 3, 1998 N:\CORRESP\1998\DRAFTS\NOVI0901.DOC



ORI NUMBER: FHWA-MD-EIS-81-01-F

REGION III

U.S. Route 50/301 (Proposed I-97) From I-95 (Capital Beltway) to East of South River Bridge Anne Arundel County, Maryland

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (C)

U.S. Department of Transportation Federal Highway Administration and

Maryland Department of Transportation State Highway Administration

For Md. State Hwy. Administration

For Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Mr. Roy Gingrich District Engineer Federal Highway Admin. The Rotunda - Suite 220 711 West 40th Street Baltimore, Maryland 21211

PHONE: (301) 962-4011 HOURS: 7:45 AM - 4:15 PM

Mr. Wm. F. Schneider, Jr., Chief Bureau of Project Planning State Highway Admin. 707 North Calvert Street Room 310 Baltimore, Maryland 21201

PHONE: (301) 659-1130 HOURS: 8:15 AM - 4:15 PM

The purpose of the project was to determine the feasibility of upgrading U.S. Route 50/301 from the Capital Beltway to the South River in Anne Arundel County, to interstate standards. U.S. Route 50/301 is the major roadway connecting the Annapolis and Washington D.C. Metropolitan areas, and provides the most direct route for residents of Metropolitan Washington, D. C. to the Eastern Shore of The alternates proposed aimed to alleviate problems and Maryland. deficiencies associated with the existing roadway. The Selected Action, Alternate 3 Modified, is largely within existing right of way and has minimum environmental impacts. These include some acquisition of right of way and homes and businesses, minor wetland and floodplain involvement, and in some areas Federal Design Noise Levels are exceeded. All of the impacts can be adequately mitigated. Proposed mitigation measures are described in the document.

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There are some limitations to this comparison, however, in that the ambient noise levels measured in the field include other noise sources than those of U.S. Route 50/301 and its major access roads (such as traffic noise from smaller local roads and typical rural noises like barking dogs, rustling leaves, etc.). For this reason, the comparison between design leaves and ambient levels is not considered to be as meaningful or levels and ambient levels is not considered to be as meaningful or useful as a comparison between the Selected Action and No-Build Alternate.

The No-Build Alternate results in 24 sites receiving positive noise impacts, 25 sites receiving negligible impacts, and 5 receiving minor impacts. The explanation for the impacts, and 5 receiving minor impacts. The explanation for the large number of positive impacts (noise reductions), besides those considerations mentioned above, lay in the fact that noise levels are heavily dependent upon speeds of vehicles. The higher the speed, the greater the noise level. Under this alternate, the failure to improve roadway conditions means that future additional

traffic can be expected to result in increased congestion and lower speeds than currently exist during peak hour conditions.

For the Selected Action eight of the sensitive receptors are projected to have positive impacts, thirty-six receive negligible impacts, and ten receive minor impacts.

The differences in noise levels between the No-Build and the Selected Action range from -7 dBA to +6 dBA, with most differences in order of one to two decibels higher for the Selected Action. Overall this is considered a negligible impact.

Noise Sensitive Areas in the vicinity of Annapolis were analyzed in the <u>Baltimore-Annapolis Transportation</u> Corridor Study, Final Environmental Statement, 1980. The report indicates that most areas adjacent to U.S. Route 50/301 in and near Annapolis would receive noise levels in excess of the design noise levels for both the No-Build and Build Alternates, and construction of noise barriers is recommended. The reader is referred to that study for a more detailed discussion of the Annapolis area.

Subsequent to the Draft EIS, additional analyses were performed to determine barrier requirements for attenuating noise levels down to only the design noise levels, and one of the barriers discussed in that document was found to be unnecessary.

The following noise abatement measures, as outlined in FHPM 7-7-3, were investigated for the Selected Action.

- o Installation of noise barriers within the highway right-of-way
- o Traffic control devices for prohibition of certain vehicle types or time use restrictions for certain vehicle types
- o Alterations of horizontal and vertical alignments
- O Acquisition of property to provide buffer zones for the installation of earth berm noise barriers

The following wall type noise barriers were determined to be the most effective and are likely to be incorporated into the design of the project between the Capital Beltway and George Palmer Highway, and along the Bowie Corridor. However, during final design, berms and combinations of walls and berms will be further investigated. Information obtained from affected property owners, additional noise and cost effective analyses, and aesthetics will be key factors in determining if noise barriers will be incorporated into the project.

4/0

Barrier 1 - This barrier would attenuate noise levels to the residential area (Whitefield Woods) north of U.S. Route 50 between Capital Beltway and Maryland Route 704. The required noise barrier height would average approximately 4 feet along its 1900 foot length. It would be constructed on top of a concrete retaining wall. Construction cost would be approximately \$130,000.

Barrier 2 - This barrier protects the residential homes north of Route 50 in the Kenilworth, Bowie area between Maryland Routes 197 and 3 (Plates II-14 and II-5). It would be constructed on top of a concrete barrier and vary in height from approximately to 11 feet. Its total length would be 4,700 feet, and construction cost would be approximately \$580,000.

Barrier 3 - This barrier, on the opposite side of U.S. Route 50 from Barrier 2 would reduce noise levels to the residential community of Heather Hills. It too would be constructed on top of a concrete barrier and would be 4,200 feet long. The noise barrier height would average approximately six feet. Construction cost is estimated at approximately \$428,000.

The State Highway Administration may request an exception to the achievement of the specified design noise levels where it can be demonstrated that the adverse social, economic, and environmental effects of noise abatement measures are conaidered to exceed the abatement benefits. Exceptions will be sidered to exceed the abatement benefits where design noise sought for the remaining three isolated sites where design noise levels are exceeded, mainly on the basis of cost versus relative benefits achieved.

The Patuxent River Park (N-37) is an undeveloped tract of land located east of the Patuxent River and north of U.S. Route 50/301. Although ultimately envisioned as being dedicated to recreational use, there is presently no roadway access to the to recreational use, there is presently no roadway access to the area. To attenuate noise levels, a noise barrier approximately area. To attenuate noise levels, a noise barrier approximately 2,000 feet long at an approximate cost of \$230,000 would be re-2,000 feet long at an approximate c

Sensitive receptor N-23 is a single isolated farmhouse located west of Maryland Route 197. Although the Selected Action results in an exceedence of the design noise level (72 dBA), the ambient noise level is already at the 70 dBA design noise level. Lottsford Vista Playground (N-6) is an undeveloped facility located at the northwest quadrant of Lottsford Vista Road facility located at the northwest quadrant of Lottsford Vista Road and U.S. Route 50. The fact that it is not actually being used as a recreational facility and because of its already high ambient

noise level (69 dBA), noise barrier construction would not be cost-effective. During the design phase of this project, partial abatement measures through the use of earth berms grading, and landscaping will be further investigated for these two sites.

The detailed noise control measures will be incorporated during the design phase, and the participation of affected land owners will be solicited at that time.

Noise impacts will also occur during the construction phase of this project, and areas around the construction site will experience this in varied periods and degrees. The project will probably employ the following pieces of equipment which are likely sources of construction noise.

Bulldozers and Earthmovers Graders Frontend loaders Dump and other heavy trucks Compressors

Generally, construction activity will not occur after 5:00 p.m. or before 7:00 a.m. on weekdays, and will likely be limited to weekdays only. Therefore, in the critical time during which evening outdoor recreation and nocturnal rest periods occur, construction noise will not normally be present. Limiting construction activity to non-critical time periods will minimize noise impact on surrounding areas.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions due to inefficiently tuned engines, poorly lubricated moving parts, or ineffective muffling systems.

#### 3. Water Resources Impacts

#### (a) Floodplains

As detailed in Section III-A-6, the existing roadway crosses fifteen streams in the study area. The conceptual hydraulic investigation indicates that the existing crossings are adequate for the 100 year flood design. Therefore, the Selected Action (with one exception) would involve only widening of existing bridge structures over these streams. In the Selected Action, the bridge structures for both the eastbound and westbound roadways would be widened to accommodate an additional lane. The one exception occurs at the Route 704 interchange where the loop ramp in the northeast quadrant will require the extension of the existing culverts under Maryland Route 704, and U.S. Route 50. In the Draft EIS, two other alternates were examined for this



# TABLE IV-3

#### SENSITIVE RECEPTOR NOISE LEVELS

Sen <b>sitiv</b> e Receptor			Ambient L <sub>10</sub> (dBA)		Design L <sub>10</sub> (dBA)	
Number	Description .	Land Use	(dBX)	No Build	Selected Action Alternate 3 - Modified	With Proposed Noise Barriers
1	Ebenezer Meth.	Religious	68	70	; 70 ·	•
2	Private Residence	Residential	66	68	68	
** 3	Private Residence	Residential	68	69	74*	70
** 4	Private Residence	Residential	70	69	75*	70
5	Carsondale Res.Ctr		68	64	66	•
6	Lottsford Vista Playground	Recreational	69	68	73*	·
- 7	Folly Branch Park	Recreational	65	63	66	
8	Private Residence	Residential	60	57	59	
9 ـــ	Private Residence	Residential	59	58	· 61	
110	Belvedere	Residential	60	58	61	
. 11	Glen Dale Est. Rec. Ctr.	Recreational	59	59	62	
12	Forest Hills	Residential	52	54	56	
13	Private Residence	Residential	61	62	69	
14	Church of New Jerusalem	Religious	60	59	60	<b>7</b>
15	Private Residence	Residential	60	59	60	•
16	Private Residence	Residential	62	60	63	4
17	Elverton Farm	Residential	58	54	57	s.,
18	Private Residence	Residential	68	62	65	•
19	Private Residence	Residential	61	60	62	
20	Private Residence	Residential	60	57	59	
21	Private Residence	Residential	66	62	65	
22	Bowie Health Ctr.	Hospital	58	58	61	
23	Private Residence	Residential	70	67	72*	•
24	Private Residence	Residential	69	66	70	
25	Ben. Tasker Jr.	Educational	60	55	62	<b></b> .
26	Private Residence	Residential	69	. 66	69	

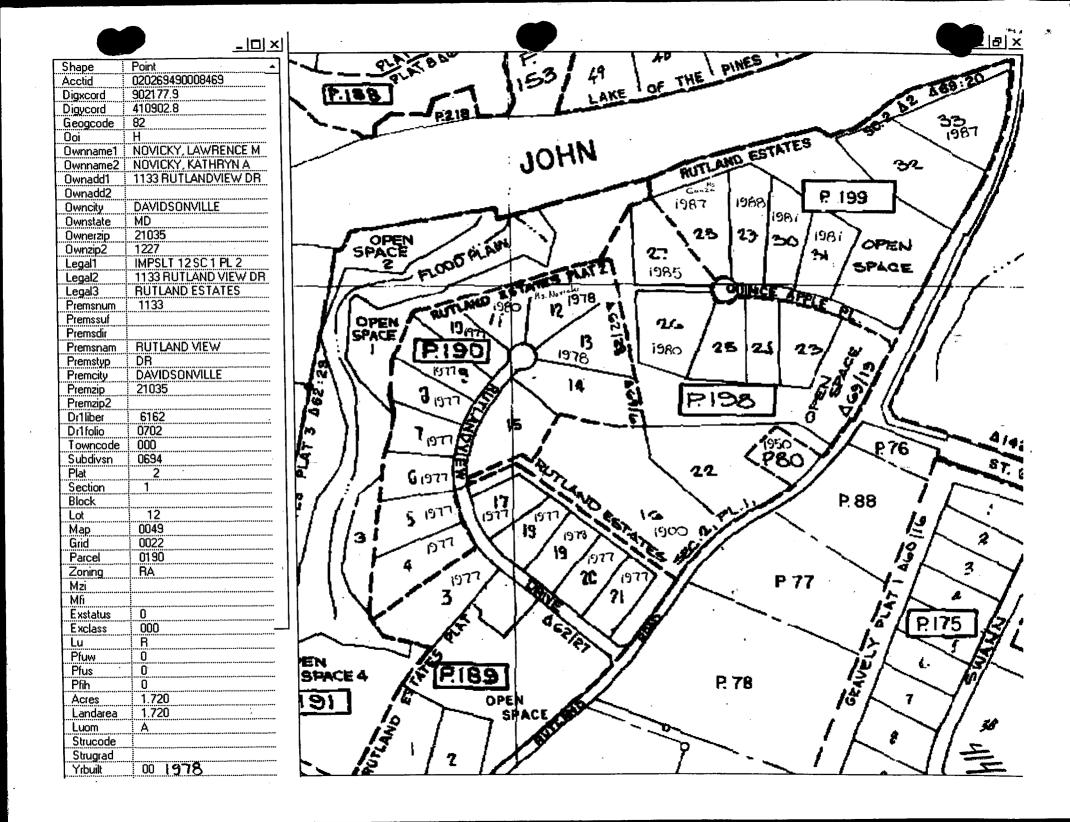
Design level exceeded.
Areas for which noise barriers are proposed.

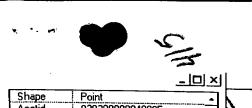
TABLE IV-3 (Continued)

#### SENSITIVE RECEPTOR NOISE LEVELS

Sensitive Receptor	е		Ambient		Design I <sub>10</sub> (dBA)	
Number	Description	Land Use	(dBA)	No Build	Selected Action Alternate 3 - Modified	With Proposed Noise Barriers
**27	Private Residence	Residential	72*	70	74*	70
**28	Private Residence	Residential	72*	71*	73*	70
29	Private Residence	Residential	68	68	69	• •
**30	Private Residence	Residential	66	71*	73*	70
**31	Private Residence	Residential	67	70	73*	70
**32	Heather Hills Elem. School	Educational	66	63	65	
33~~	Holiday Inn	Commercial	62	65	65	
34	Private Residence	Residential	53	58	61	
35	Melford	Residential	50	54	55	
36	Private Residence	Residential	59	66	67	
37	Patuxent Park	Recreational	72*	71*	72*	
38	Private Residence	Residential	47	55	56	
39	Private Residence	Residential	55	62	63	
40	Private Residence	Residential	66	67	68	
41	Private Residence	Residential	64	66	67	
42	Private Residence	Residential	60	62	63	•
43	Private Residence	Residential	62	· 65	66	
44	Private Residence	Residential	51	57	57	
45	Private Residence	Residential	55	59	60	
46	Private Residence	Residential	54	58	59	
47	Sunny Acres Farm	Residential	56	55	57	
48	Locust Farm	Residential	57	56	56	
49	Private Residence	Residential	59	66	66	
50	Private Residence	Residential	55	56	56	
51	Private Residence	Residential	62	65	66	
52	Private Residence	Residential	64	65	65	
53	Private Residence	Residential	54	59	59	_
54	Howard Grove Farm	Residential	50	52	53	يــــ

Design level exceeded.
Areas for which noise barriers are proposed.





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Ms. Kathy Novicky 1133 Rutland View Drive Davidsonville MD 21035

Dear Ms. Novicky:

Thank you for your recent phone call concerning highway noise and the Rutland Estates community located adjacent to US 50 near MD 424 in Anne Arundel County. We understand your concerns and have investigated your situation.

There are two circumstances in which the State Highway Administration (SHA) considers the need for sound barriers. These are referred to as Type I and Type II. Type I sound barriers are considered in conjunction with new highway construction or the expansion of existing highways. When SHA is deciding where to build a barrier, an environmental analysis is performed during the highway planning phase to determine if future noise levels will equal or exceed the impact threshold of 66 decibels (dBA) and, if so, whether they can be reduced for a reasonable cost. Affected homes must predate the approval date of the highway improvements for a barrier to be considered.

As you requested we have enclosed a copy of the portion of the Final Environmental Impact Statement (FEIS) concerning traffic noise. This document was approved in March of 1982. In 1981 a noise meter was placed along Rutland Road at one of the older homes located adjacent to your community, noted as N-50 on the enclosed map and noise level chart. The FEIS predicted a 1 dBA increase in noise as a result of the widening of US 50. The prediction is based on the highest volume of traffic that achieves a speed of 65 mph. This combination of vehicles and speed produces the highest noise levels. Once traffic volumes exceed a certain level the speed of the traffic demises. A 1 dBA increase/decrease is considered a negligible impact in sound levels. The normal human ear can only begin to detect a 3 dBA increase or decrease in sound. We realize that your property is located much closer to US 50 but unfortunately regardless of how loud the existing noise levels where in 1981, under the Type I sound barrier program the 1 dBA increase would not require that a sound barrier be constructed

Type II, or retrofit, sound barriers involve the construction of noise barriers for communities that predate the original highway. The intent of this program is to address areas of noise impact along highways that were built before environmental analysis became a part of the highway development process. The following technical criteria must be met for a barrier to be approved: the community must predate the highway, existing noise levels must equal or exceed the 66 decibel impact threshold, and an effective barrier must be able to be built for a reasonable cost. If these criteria are met the County in which the community is located must have a local noise control ordinance to address noise impact upon new development, and the County must agree to fund 20 percent of the barrier cost.. Enclosed for your use is a copy of the State's Sound Barrier Policy and Community Resource Guide.

Ms. Kathy Novicky Page Two

According to the Anne Arundel County tax records your community was constructed between 1977 and 1985. Our records indicate that the opening date for US 50 is 1954. Because the Rutland Estates community did not predate the original construction of US 50 we cannot consider a Type II sound barrier. I regret that we can not give you a more positive response to your request, but we must strictly adhere to our noise policy.

Thank you again for your interest. If you should have any other questions on this matter, please do not hesitate to contact Mr. Fred Eisen of our Noise Abatement Team, who may be reached at 410 545-8598 or 1-800-446-5962.

Sincerely,

Charles B. Adams
Director
Office of Environmental Design

#### **Enclosure**

cc: The Honorable Mary A. Conroy, Member, Maryland House of Delegates
The Honorable Wayne K. Curry Prince George's County Executive
The Honorable The Honorable Leo E. Green, Member, Senate of Maryland
The Honorable James W. Hubbard, Member, Maryland House of Delegates
The Honorable Joan B. Pitkin, Member, Maryland House of Delegates
Mr. Fred Eisen, Noise Abatement Team, State Highway Administration

Ms. Kathy Novicky Page Three

bcc: Ms. Sharon Blankenship, Secretary, State Highway Administration

Ms. Claire DeBakey, Special Assistant to the Administrator, State Highway

Administration

Ms. Leslie A. Frelow, Assistant Director, Office of Administrative Services, Maryland

Department of Transportation

Mr. James Hade, Noise Abatement Team Leader, State Highway Administration

Ms. Natalie Hardy, Special Assistant to the Director, State Highway Administration

Mr. Eric G. Madden, Assistant to the Deputy Secretary, Maryland Department of

Transportation

Mr. Philip Troll, Noise Abatement Team, State Highway Administration

Mr. Charles K. Watkins, District 3 Engineer, State Highway Administration

Drafted by: Fred Eisen, OED/LAD/NAT – September 3, 1998 N:\CORRESP\1998\DRAFTS\NOVI0901.DOC

# REGION III

U.S. Route 50/301
(Proposed I-97)
From I-95 (Capital Beltway) to
East of South River Bridge
Anne Arundel County, Maryland

419

FINAL ENVIRONMENTAL IMPACT STATEMENT

Submitted Pursuant to 42 U.S.C. 4332 (2) (C)

U.S. Department of Transportation Federal Highway Administration and

Maryland Department of Transportation State Highway Administration

3/22/82

For Md. State Hwy. Administration

3/30/82

DATE

For Federal Highway Administration

The following persons may be contacted for additional information concerning this document:

Mr. Roy Gingrich
District Engineer
Federal Highway Admin.
The Rotunda - Suite 220
711 West 40th Street
Baltimore, Maryland 21211
PHONE: (201) 262 4011

PHONE: (301) 962-4011 HOURS: 7:45 AM - 4:15 PM Mr. Wm. F. Schneider, Jr., Chief Bureau of Project Planning State Highway Admin. 707 North Calvert Street Room 310 Baltimore, Maryland 21201

PHONE: (301) 659-1130 HOURS: 8:15 AM - 4:15 PM

The purpose of the project was to determine the feasibility of upgrading U.S. Route 50/301 from the Capital Beltway to the South River in Anne Arundel County, to interstate standards. U.S. Route 50/301 is the major roadway connecting the Annapolis and Washington D.C. Metropolitan areas, and provides the most direct route for residents of Metropolitan Washington, D. C. to the Eastern Shore of Maryland. The alternates proposed aimed to alleviate problems and deficiencies associated with the existing roadway. The Selected and has minimum environmental impacts in the selected some acquisition of right of way and homes and businesses, minor wetland and floodplain involvement, and in some areas Federal Design Noise Levels are exceeded measures are described in the document.

# 2. Noise Impacts

A detailed Noise Analysis Study evaluating the noise impacts of four Build Alternates and the No- Build Alternate was prepared as a technical supplement to the Draft Environmental Impact Statement. This study was made available to local jurisdictions for their use and is also available for public inspection at the State Highway Administration. This Final Environmental Impact Statement presents a detailed noise analysis of the Selected Action and the No-Build Alternate. An evaluation of noise barrier location and effectiveness is also presented.

Fifty-four noise sensitive areas (sensitive receptors) were identified on this project and analyzed for noise impacts. Of this total, forty-three represent residential sites, five recreational, two religious, two educational, and one each are commercial and hospital sites. These sites are shown on Plate III-2 and individually described in the legend.

The method used to predict the future noise levels resulting from the selected improvements, including projected traffic increases, was developed by the Federal Highway Administration and is entitled the FHWA Traffic Noise Prediction Model (STAMINA). It considers such factors as vehicle volume, mix and speed, number of roadway lanes, road width and gradient, distance from the noise source, and various types of physical barriers that reduce noise transmission from source to receiver. In this study, the predicted noise levels were for the design year 2005 during peak hour and level of service "C" conditions and utilized the pertinent traffic data detailed in Section IV-C-4. Table IV-3 lists the ambient noise levels for each of the sensitive receptors along with their respective predicted design year noise levels for the Selected Action and the No-Build Alternate for the peak hour (worst case) condition.

Determination of environmental noise impact is based on the relationship between the predicted noise levels, established design noise criteria, and ambient noise levels in the study area. The applicable design noise criteria is the Federal Highway Administration's design noise level/activity relationship (see summary in Section III-A-9) and, for each of the sites examined in this study, the applicable design noise level is 70 db(A). Projects will not be approved by the Federal Highway Administration where design noise levels are exceeded unless noise abatement measures are considered to reduce noise levels to or below the design noise levels or abatement is shown to be impractical and an exception to the design noise level is approved.

Under the No-Build Alternate, three sites would experience noise levels in excess of the Federal design noise

level. These are residences in the communities of Kenilworth in Bowie (N-28) and Heather Hills (N-30), and the Patuxent River Park (N-37). No noise control measures would be taken with this alternate.

Under the Selected Action, as indicated in Table IV-3, nine sensitive receptors would experience noise in excess of the 70 decibel design noise level. Two of these sensitive receptors (3 and 4) represent the first tier of homes of the residential areas north of U.S. Route 50 between the Capital Beltway and the George Palmer Highway. Four of the other sites (N-27, 28, 30 and 31) represent the first tier of homes adjacent to U.S. Route 50/301 in the Bowie Area: Kenilworth to the north and Heather Hills to the south. The remaining three sensitive receptors with excessive predicted noise levels are single isolated sites: Lottsford Vista Playground (N-6), Patuxent Park (N-37), and a single family residence west of Bowie (N-23).

Impact assessment is also based upon the change in  $L_{10}$  noise levels over existing (ambient) levels. The impact upon any particular receptor can be classified by the following categories as used by the Maryland State Highway Administration.

Change in L <sub>10</sub>	Relative
Noise Level	<u>Impact</u>
Reduction 0 to 5 dB increase 6 to 10 dB increase 11 to 15 dB increase Greater than 15 dB increase	Positive Negligible Minor Significant Severe

There are some limitations to this comparison, however, in that the ambient noise levels measured in the field include other noise sources than those of U.S. Route 50/301 and its major access roads (such as traffic noise from smaller local roads and typical rural noises like barking dogs, rustling leaves, etc.). For this reason, the comparison between design levels and ambient levels is not considered to be as meaningful or useful as a comparison between the Selected Action and No-Build Alternate.

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422

traffic can be expected to result in increased congestion and lower speeds than currently exist during peak hour conditions.

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The differences in noise levels between the No-Build and the Selected Action range from -7 dBA to +6 dBA, with most differences in order of one to two decibels higher for the Selected Action. Overall this is considered a negligible impact.

Noise Sensitive Areas in the vicinity of Annapolis were analyzed in the Baltimore-Annapolis Transportation Corridor Study, Final Environmental Statement, 1980. The report indicates that most areas adjacent to U.S. Route 50/301 in and near Annapolis would receive noise levels in excess of the design noise levels for both the No-Build and Build Alternates, and construction of noise barriers is recommended. The reader is referred to that study for a more detailed discussion of the Annapolis area.

Subsequent to the Draft EIS, additional analyses were performed to determine barrier requirements for attenuating noise levels down to only the design noise levels, and one of the barriers discussed in that document was found to be unnecessary.

The following noise abatement measures, as outlined in FHPM 7-7-3, were investigated for the Selected Action.

- O Installation of noise barriers within the highway right-of-way
- o Traffic control devices for prohibition of certain vehicle types or time use restrictions for certain vehicle types
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The following wall type noise barriers were determined to be the most effective and are likely to be incorporated into the design of the project between the Capital Beltway and George Palmer Highway, and along the Bowie Corridor. However, during final design, berms and combinations of walls and berms will be further investigated. Information obtained from affected property owners, additional noise and cost effective analyses, and aesthetics will be key factors in determining if noise barriers will be incorporated into the project.

Barrier 1 - This barrier would attenuate noise levels to the residential area (Whitefield Woods) north of U.S. Route 50 between Capital Beltway and Maryland Route 704. The required noise barrier height would average approximately 4 feet along its 1900 foot length. It would be constructed on top of a concrete retaining wall. Construction cost would be approximately \$130,000.

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Sensitive receptor N-23 is a single isolated farmhouse located west of Maryland Route 197. Although the Selected Action results in an exceedence of the design noise level (72 dBA), the ambient noise level is already at the 70 dBA design noise level. Lottsford Vista Playground (N-6) is an undeveloped facility located at the northwest quadrant of Lottsford Vista Road and U.S. Route 50. The fact that it is not actually being used as a recreational facility and because of its already high ambient

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Graders
Frontend loaders
Dump and other heavy trucks
Compressors

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Maintenance of construction equipment will be regular and thorough to minimize noise emissions due to inefficiently tuned engines, poorly lubricated moving parts, or ineffective muffling systems.

# 3. Water Resources Impacts

# (a) Floodplains

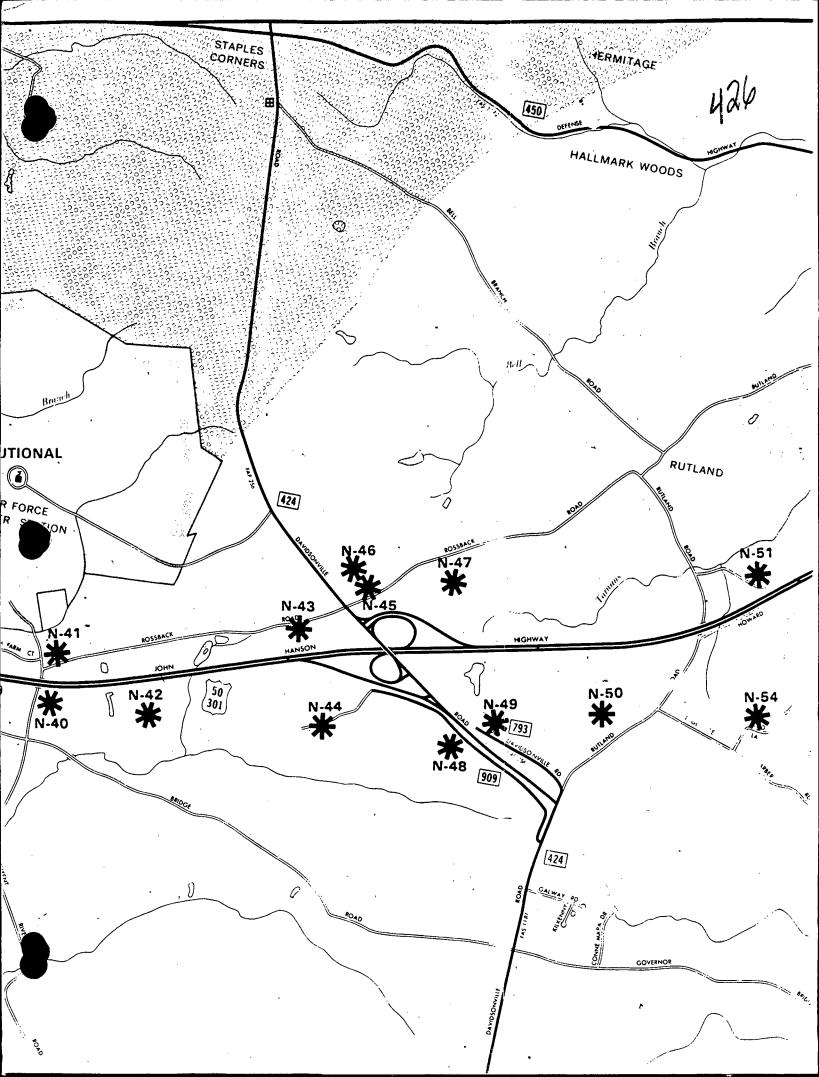
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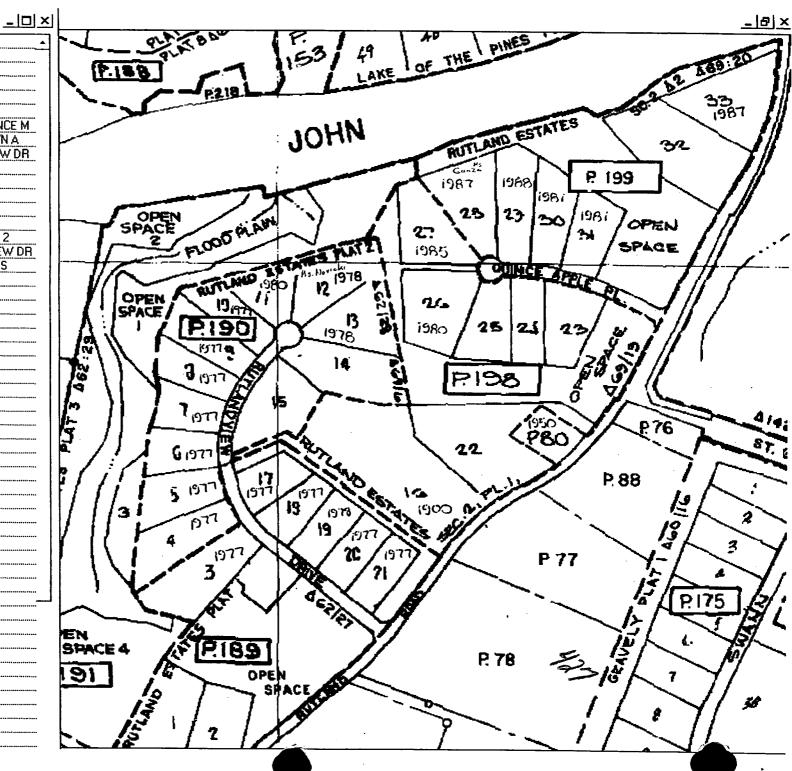
TABLE IV-3

# SENSITIVE RECEPTOR NOISE LEVELS

Sensitive Receptor	e		Ambient L.		Design L <sub>10</sub> (dBA)	
Number 	per Description Land Use	scription Land Use (dBA)	(abk)	No Build	Selected Action Alternate 3 - Modified	With Proposed Noise Barriers
1	Ebenezer Meth.	Religious	68	70	70 ·	
2	Private Residence	Residential	66	68	68	
** 3	Private Residence	Residential	68	69	74*	70
** 4	Private Residence	Residential	70	69	75*	70
5	Carsondale Res.Ctr	.Recreational	68	64	66	, ,
6	Lottsford Vista Playground	Recreational	69	68	73*	
- 7	Folly Branch Park	Recreational	65	63	66	
8	Private Residence	Residential	60	57	59	
<del> 9</del>	Private Residence	Residential	59	58	· <b>61</b>	
T10	Belvedere	Residential	60	58	61	
<b>11</b>	Glen Dale Est. Rec. Ctr.	Recreational	59	59	62	
d 12	Forest Hills	Residential	<b>52</b>	54	56	
, 13	Private Residence	Residential	61	62	69	
0 14	Church of New Jerusalem	Religious	60	59	60	
\ 15	Private Residence	Residential	60	59	60	•
16	Private Residence	Residential	62	60	63	
17	Elverton Farm	Residential	58	54	57	· · · · · · · · · · · · · · · · · · ·
18	Private Residence	Residential	68	62	65	-
19	Private Residence	Residential	61	60	62	
20	Private Residence	Residential	60	57	59	
21	Private Residence	Residential	· 66	62	65	
22	Bowie Health Ctr.	Hospital	58	58	61	
23	Private Residence	Residential	70	67	72*	
24	Private Residence	Residential	69	66	70	
25	Ben. Tasker Jr. High	Educational	60	55	62	=
26	Private Residence	Residential	69	. 66	69	2

<sup>\*</sup> Design level exceeded.\*\* Areas for which noise barriers are proposed.





Shape Point 020269490008469 Acctid Digxcord 902177.9 Digycord 410902.8 Geogcode 82 Ooi NOVICKY, LAWRENCE M Ownname1 Ownname2 NOVICKY, KATHRYN A Ownadd1 1133 RUTLANDVIEW DR Ownadd2 Owncity DAVIDSONVILLE Ownstate MD Ownerzip 21035 Ownzip2 1227 IMPSLT 12 SC 1 PL 2 Legal1 Legal2 1133 RUTLAND VIEW DR RUTLAND ESTATES Legal3 Premsnum 1133 . Premssuf Premsdir Premsnam RUTLAND VIEW Premstyp DR DAVIDSONVILLE Premoity Premzip 21035 Premzip2 Dr1liber 6162 Dr1folio 0702 Towncode 000 Subdivsn 0694 Plat 2 Section 1 Block Lot 12 Мар 0049 Grid 0022 0190 Parcel Zoning RA Mzi Mfi Exstatus 0 Exclass 000 Lu R Pfuw n Ö Pfus Pfih n Acres 1.720 Landarea 1.720 Luom Α. Strucode Strugrad

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Diaxcord 919362.4	P/O P 317	
Digycord 469152.1 Geogcode 80	P/O P 317	
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Ownname1 GROGAN, DUELL Ownname2 GROGAN, DEBRAG		
Ownadd1 65 WISHING ROCK RD	P 543	
Ownadd2 Owncity PASADENA	P 661 P 543	
Ownstate MD	764 ¥ P Y	
Ownerzip 21122 Ownzip2 3912		
Legal1 IMPS2.836 ACS OR LT 2	1650	
Legal2 65 WISHING ROCK RD		·
Legal3 GROGAN PROP-ELVATON Premsnum 65	WISHING P. 232 P. 343 P. 344 P	
Premssuf		
Premsdir   Premsnam   WISHING ROCK		
Premstyp RD	RD 7 10 5500 PM 5500 P	
Premcity PASADENA Premzip 21122	P. 683	
Premzip2		11
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Towncode 000	P 272 \ Y Y Y \ P .684 \ P 555 )	
Subdivsn 0600 Plat	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10
Section	P. 272 P. 684 0 P. 555	<u> </u>
Block Lot 2		11
Map 0016	P P	! //.
Grid 0022 Parcel 0683	8 P 234 351 235 25 25 25 25 25 25 25 25 25 25 25 25 25	11
Zoning R1	P. 349 2 P. 234 351 235 4 70 897	U
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Acres 2.830	P. 886	- Xa.
Landarea 2.830 Luom A		
Strucode M30202 01		• / .
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